

October 9, 2018
New Business

**PLANNING AND
ECONOMIC
DEVELOPMENT
STANDING
COMMITTEE**



Alton James
Chairperson
Lauren Hood, MCD
Vice Chair/Secretary

City of Detroit
CITY PLANNING COMMISSION
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226
Phone: (313) 224-6225 Fax: (313) 224-4336
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Brenda Goss-Andrews
Lisa Whitmore Davis
David Esparza, AIA, LEED
Gregory Pawlowski
Frederick E. Russell, Jr.
Angy Webb

HONORABLE CITY COUNCIL

RE: Request of Mona Ross-Gardner to amend Article XVII, District Map 4, of the 1984 Detroit City Code, Chapter 61, Zoning, to modify the provisions of the existing PD-H (Planned Development District-Historic) zoning classification established by Ordinance 25-96 at the property commonly known as 2458 Brush Street and also 419 and 429 E. Fisher Fwy to allow for a standard restaurant as defined in Sec. 61-16-41 of the Detroit Zoning Ordinance, including the sale and consumption of alcoholic beverages on the premises (RECOMMEND APPROVAL W/ CONDITIONS).

DATE: October 8, 2018

NATURE OF REQUEST

Before this Honorable Body is the request of Mona Ross-Gardner to modify the provisions of an existing PD (Planned Development District-Historic) zoning classification established by Ordinance 25-96 at the property commonly known as 2458 Brush Street and also 419 and 429 E. Fisher Fwy. to allow for a standard restaurant as defined in Sec. 61-16-41 of the Detroit Zoning Ordinance, including the sale and consumption of alcoholic beverages on the premises. A public on this request is set for your next meeting on August 6, 2018.

BACKGROUND AND PROPOSAL

The subject property exists as a community center owned and operated by Mrs. Ross-Gardner in the Brush Park Historic District. Previously, the building's permitted use was that of a dry cleaners facility.

Currently, the petitioner proposes to develop the property at 2458 Brush Street, 419 and 429 E. Fisher Fwy., as a standard restaurant (without drive-through) to allow for the sale and consumption of alcoholic beverages on the premises. Two of the lots in this proposal function as a parking lot that lies to the east of the existing facility.

The proposed use is subject to a PD modification because it is currently not allowed on the subject parcel under the Brush Park Third Modified development plan which are the provisions that currently govern the site. The modification to allow for this use, would amend the current PD to allow for the requested land use on the subject properties.

PLANNING CONSIDERATIONS AND ANALYSIS

Surrounding Zoning and Land Use

The zoning classification and land uses surrounding the subject area are as follows:

North: PD-H; Unoccupied parcels

East: PD-H; Unoccupied parcels

South: PD-H; Fisher Fwy.^[11]

West: PD-H; Unoccupied parcels

Master Plan Consistency

The subject site is located within the Lower Woodward area of Neighborhood Cluster 4 of the Detroit Master Plan of Policies (MP). The Future Land Use map for this area shows High Density Residential for the subject property. CPC staff considers this proposal to conform with the MP.

COMMUNITY INPUT AND PUBLIC HEARING RESULTS

The petitioner has submitted a letter of support from the Brush Park CDC in regard to the proposed restaurant use. The CDC unanimously voted to support the proposed use and the letter indicates that community members have made favorable comments in regard to the project. No members of the public spoke at the August 2nd public hearing.

Proposed Form Based Zoning Consistency

Staff has evaluated the proposed use and finds that it is consistent with the intent of the draft of the forthcoming Form Based Code proposal that has been circulated amongst the community and City representatives. The plan gives provision for “standard restaurants” and “brewpubs, establishments for the sale of beer or intoxicating liquor for consumption on the premises, and SDM uses on the ground floor” given that they front a north/south street or “A streets” as the regulating plan of the FBC draft calls out. In which case, the subject Brush Street would qualify as a location for the standard restaurant use and allow for the sale of beer or intoxicating liquor for consumption on the premises.

APPROVAL CRITERIA

According to the approval criteria outlined in Sec. 61-3-96 of the Zoning Ordinance, staff points to *criterion (4) which asks, “whether the location of the proposed planned development district is appropriate.”*

Staff believes that the proposed use is appropriate because of its location and frontage being on the north/south thoroughfare of Brush Street, which is one of the locations that the City and community envisioned for such uses to be placed according to the proposed Form Based Code and other past planning efforts.

Criterion # (7) states that, “the proposed type and density of use shall not result in an unreasonable increase in traffic or the use of public services, facilities and utilities, that the natural features of the subject site have the capacity to accommodate the intended development, and that the development shall not place an unreasonable burden upon surrounding land or land owners.”

The location of the facility as exists today will be conducive to the amount of traffic that will be drawn to this use. The property lies on the north/south thoroughfare of Brush Street, which has a higher capacity for traffic than the surrounding residential streets. It is also bounded by the Fisher Fly Service Drive, which eliminates possible nuisances to the residential community because there are no residences in the immediate vicinity. The ingress to the proposed restaurant use would also be located on the service drive, limiting deleterious impacts to any adjacent property owners. The proposed use is also intended to cater to the residents of the community.

Criterion # (8) asks “whether the proposed Planned Development is consistent with the Master Plan, as determined by the Planning and Development Department”

CPC considers the subject request to be consistent with the Master Plan designation for the subject area.

RECOMMENDATION

CPC staff recommends approval of Mona Ross-Gardner's request to modify the provisions of the existing PD-H (Planned Development District-Historic) zoning classification established by Ordinance 25-96 at the property commonly known as 2458 Brush Street and also 419 and 429 E. Fisher Fwy. to allow for a standard restaurant as defined in Sec. 61-16-162 of the Detroit Zoning Ordinance, including the sale and consumption of alcoholic beverages on the premises with the following conditions:

1. No drive-up or drive-through facilities are allowed.
2. The developer must work with the immediately adjacent community to minimize disruption to the neighborhood during construction and address impacts that may arise;
3. Final site plans, elevations, lighting, landscape and signage plans be submitted by the developer to the staff of the City Planning Commission for review and approval prior to making application for any necessary permits.

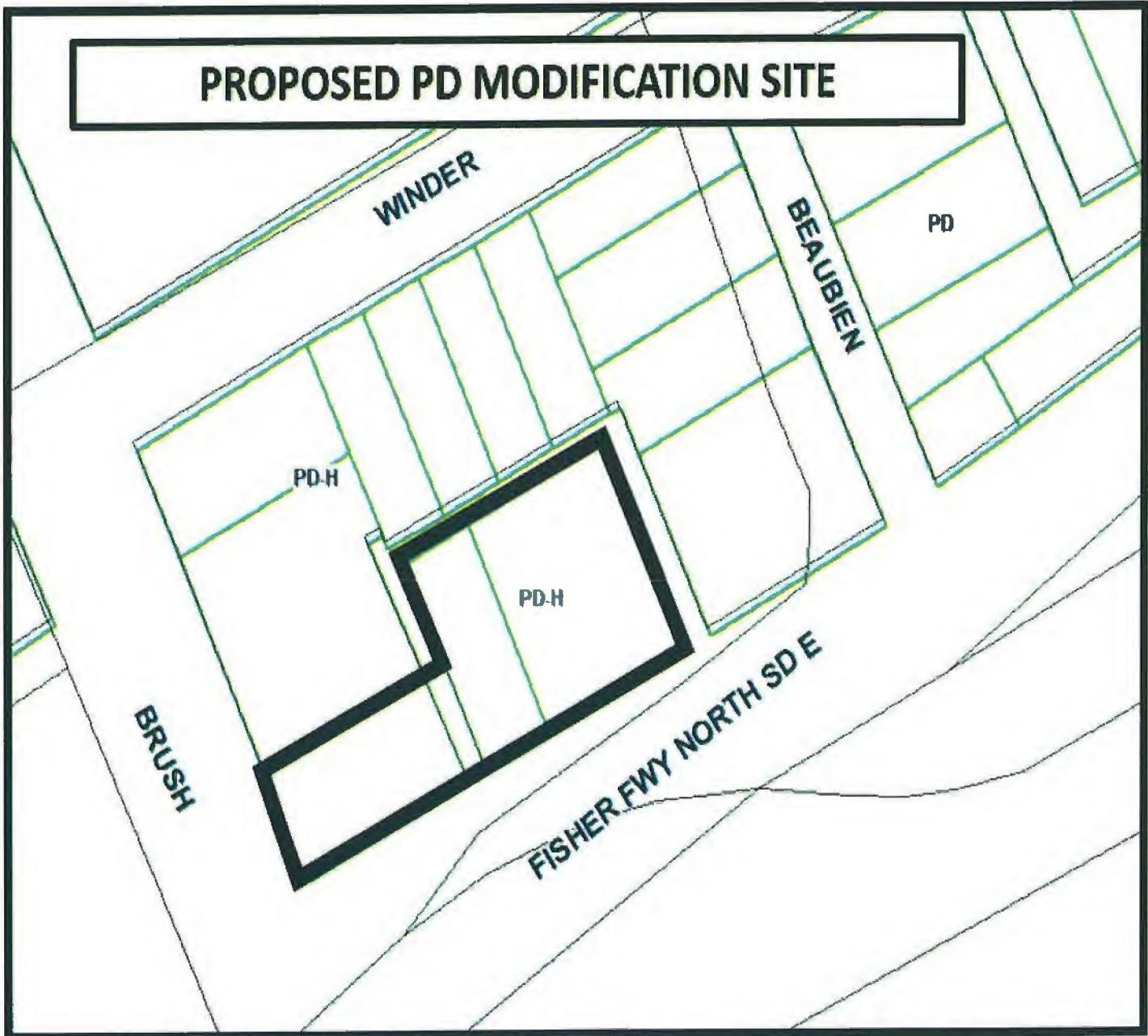
Respectfully submitted,
ALTON JAMES, CHAIRPERSON

Alton James
Marcell R. Todd, Jr., Director
Kimani Jeffrey, Staff

Attachments:

Ordinance
Support Letter

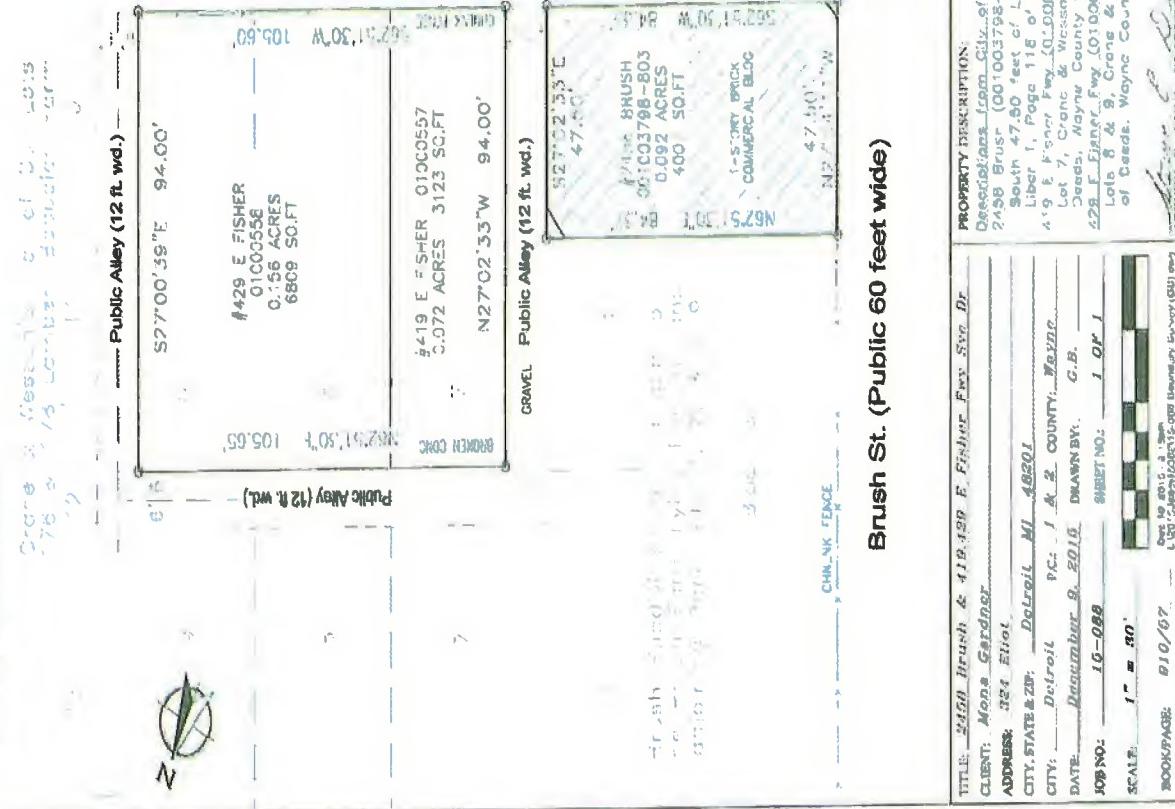
Cc: Maurice Cox, Director, PDD
David Bell, Director, BSEED
Lawrence T. Garcia, Corp. Counsel





**BOUNDARY
SURVEY**

Professional Surveyors 3D Laser Scanning
12504 Stephen, Warren MI 48089
TEL (586) 766-5770, FAX (586) 766-5774
www.gigglaserscanning.com



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234 Winder Street
Detroit, MI 48201
www.BushParkCDC.org
BrushParkCDC@gmail.com

June 30, 2018

Mona Ross-Gardner
234 Winder
Detroit, MI 48201

Re: 2458 Brush Street Restaurant Designation Support

Brush Park Community Development Corporation (the "CDC") forwards this letter to indicate our support for the re-designation of the property located at 2458 Brush as a restaurant (the "Project").

The Project was presented before the CDC and the Brush Park community at a public meeting held on June 12, 2018. The potential restaurant operator presented his plan for the space, noting that he is also the owner of several other restaurant establishments with Detroit and is looking to build a casual establishment that will support the residents of Brush Park. Community Members asked questions about modifications of the space, hours of operation and menu. It was also disclosed to the community that the building is owned by CDC President, Mona Ross-Gardner, and that the operator has entered into a multi-year lease for the space. The response from the community was generally positive and several members noted that they would appreciate more casual restaurants within walking distance.

Much consideration was given to the Project by the CDC Board. By a vote of 9 in favor, 0 objections and 1 abstentions, the Board voted to support the Project.

We thank you again for your commitment to Brush Park and making a positive impact in our community.

Sincerely,

Karissa Holmes, Secretary

Cc: City of Detroit Planning & Development

SUMMARY

An ordinance to amend Chapter 61 of the 1984 Detroit City Code, ‘*Zoning*,’ commonly known as the Detroit Zoning Ordinance, by amending Article XVII, District Map No. 4 to modify the existing PD-H (Planned Development District-Historic) zoning classification, established by Ordinance No. 25-96, to allow for a standard restaurant as defined in Sec. 61-16-41 of the Detroit Zoning Ordinance, including the sale and consumption of alcoholic beverages on the premises, at the properties commonly known as 2458 Brush Street, as well as 419 and 429 E. Fisher Freeway.

1 BY COUNCIL MEMBER _____ :

2 AN ORDINANCE to amend Chapter 61 of the 1984 Detroit City Code, 'Zoning,'

3 commonly known as the Detroit Zoning Ordinance, by amending Article XVII, District Map No.

4 4 to modify the existing PD-H (Planned Development District-Historic) zoning classification,

5 established by Ordinance No. 25-96, to allow for a standard restaurant as defined in Sec. 61-16-

6 41 of the Detroit Zoning Ordinance, including the sale and consumption of alcoholic beverages

7 on the premises at the properties commonly known as 2458 Brush Street, as well as 419 and 429

8 E. Fisher Freeway.

9 **IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT THAT:**

10 Section 1. Chapter 61, Article XVII of the 1984 Detroit City Code, 'Zoning,' commonly

11 known as the Detroit Zoning Ordinance, is amended as follows:

12 A. District Map No. 4 is amended to modify the existing PD-H (Planned

13 Development District-Historic) zoning classification, established by Ordinance No. 25-96, to

14 allow for a standard restaurant as defined in Sec. 61-16-41 of the Detroit Zoning Ordinance,

15 including the sale and consumption of alcoholic beverages on the premises at the property

16 commonly known as 2458 Brush Street, as well as 419 and 429 E. Fisher Freeway, more

17 specifically described as:

18 EAST BRUSH SOUTH 47.50 FT OF 1BLK B BRUSH SUBDIVISION LIBER 1 PAGE

19 118 PLATS. WAYNE COUNTY RECORDS 1/35 47.5 X 84.66

20 NORTH FISHER FWY 7 CRANE & WESSONS L37 P488 DEEDS, W C R 1/37 33.33

21 IRREG

22 N E FISHER FWY , 8&9 OF THE CRANE & WESSONS SUBDIVISION LIBER 37

23 PAGE 488 DEEDS, WAYNE COUNTY RECORDS 1/37 72.67 IRREGULAR

25 All development within the land described herein is subject to the following conditions:

26 1. No drive-up or drive-through facilities are allowed.

- 1 2. The developer must work with the immediately adjacent community to minimize
2 disruption to the neighborhood during construction and address impacts that may
3 arise;
4 3. Final site plans, elevations, lighting, landscape and signage plans be submitted by the
5 developer to the staff of the City Planning Commission for review and approval prior
6 to making application for any necessary permits.

7 **Section 2.** All ordinances or parts of ordinances in conflict with this ordinance are repealed.

8 **Section 3.** This ordinance is declared necessary for the preservation of the public peace,
9 health, safety and welfare of the people of the City of Detroit.

10 **Section 4.** This ordinance shall become effective on the eighth (8th) day after publication
11 in accordance with Section 401(6) of Public Act 110 of 2006, as amended, M.C.L. 125.3401(6),
12 and Section 4-118, paragraph 3 of the 2012 Detroit City Charter.

13
14 Approved as to Form:

15 

16
17 Lawrence T. Garcia,
18 Corporation Counsel



CITY OF DETROIT
HOUSING AND REVITALIZATION DEPARTMENT

COLEMAN A. YOUNG MUNICIPAL CENTER
2 WOODWARD AVENUE, SUITE 908
DETROIT, MICHIGAN 48226
(313) 224-6380 • TTY:711
(313) 224-1629
WWW.DETROITMI.GOV

October 5, 2018

29

Detroit City Council
1340 Coleman A. Young Municipal Center
Detroit, MI 48226

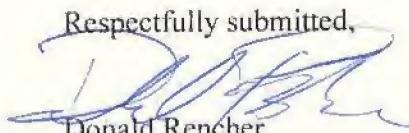
Re: Request for a Public Hearing on behalf of Rock Economic Development Group (Petition # 522) to Approve a Request for a Property Tax Exemption, in the area of 570 Clinton St., 525 Clinton St., 1326 St. Antoine St., 1441 St. Antoine St., and 1400 St. Antoine St., Detroit, Michigan in accordance with Michigan Compiled Laws 211.7tt.

Honorable City Council:

The Housing and Revitalization Department has reviewed the application of **Rock Economic Development Group** and find that it satisfies the criteria set forth by MCL 211.7tt.

Prior to acting upon a resolution to recommend approval, a public hearing must be held, and the City Clerk must provide written notice of the public hearing to the assessor and to the governing body of each taxing unit that levies an ad valorem tax in the local tax collecting unit.

We request that a Public Hearing be scheduled on the issue of approving the application for Property Tax Exemption. Attached for your consideration, please find a resolution establishing a date and time for the public hearing.

Respectfully submitted,

Donald Rencher
Director

DR/vf

cc: S. Washington, Mayor's Office
M. Cox, P&DD
D. Rencher, HRD
V. Farley, HRD



BY COUNCIL MEMBER

WHEREAS, pursuant to Public Act No. 206 of 1893, subsection 211.7tt ("the Act") this City Council may adopt a resolution which approves the application of a Property Tax Exemption within the boundaries of the City of Detroit; and

WHEREAS, Rock Economic Development Group has filed an application for a Property Tax Exemption whose boundaries are particularly described in the map and legal description attached hereto; and

WHEREAS, prior to such approval, the City Council shall provide an opportunity for a Public Hearing, at which Public Hearing on such adoption of a resolution providing such tax exemption, at which Public Hearing representatives of any taxing authority levying *ad valorem* taxes within the City, or any other resident or taxpayer of the City of Detroit may appear and be heard on the matter.

NOW THEREFORE BE IT

RESOLVED, that on the _____ 2018 in the City Council Committee Room, 13th floor, Coleman A. Young Municipal Center, a Public Hearing be held on the above described application and be it finally

RESOLVED, that the City Clerk shall give notice of the Public Hearing to the general public and shall give written notice of the Public Hearing by certified mail to all taxing authorities levying an *ad valorem* tax within the City of Detroit.

City of Detroit

Janice M. Winfrey
City Clerk

OFFICE OF THE CITY CLERK

Caven West
Deputy City Clerk/Chief of Staff

DEPARTMENTAL REFERENCE COMMUNICATION

Monday, September 10, 2018

To: The Department or Commission Listed Below

From: Janice M. Winfrey, Detroit City Clerk

The following petition is herewith referred to you for report and recommendation to the City Council.

In accordance with that body's directive, kindly return the same with your report in duplicate within four (4) weeks.

PLANNING AND DEVELOPMENT DEPARTMENT LAW DEPARTMENT
LEGISLATIVE POLICY DIVISION FINANCE DEPARTMENT/ASSESSMENTS DIV

522 *Rock Economic Development Group, request for Property Tax Exemption
Pursuant to MCL 211.7tt.*

Rock Economic Development Group

Petition for Section 7tt Property Tax Exemption

August 29, 2018

Detroit City Council
Coleman A. Young Municipal Center
2 Woodward Ave Suite 1340
Detroit, MI 48226

Re: Rock Economic Development Group Petition for Property Tax Exemption Pursuant to MCL 211.7tt

Honorable City Council:

In connection with the development of the new Wayne County Criminal Justice Center, Rock Economic Development Group (“REDG”) hereby requests that this Honorable Body adopt a resolution pursuant to Section 7tt of the General Property Tax Act (MCL 211.7tt) to exempt the property described on Exhibit A (collectively, the “Property”) from the collection of property taxes. The Property consists of Wayne County’s “failed jail” site, the Frank Murphy Hall of Justice, the Wayne County Juvenile Detention Center, and the Wayne County Division 1 and Division 2 Jails. The Property has long been exempt from property taxation.

Background

REDG is a non-profit, unincorporated association whose primary purpose is assembling or combining parcels of real property for economic development purposes.

As has been widely reported, the Property is being conveyed to REDG as consideration for the agreement of other Rock entities to construct the new Wayne County Criminal Justice Center for Wayne County (the “County”), and to bear the cost in excess of the available County funds. Because the Property serves as the consideration, conveyance of the Property at this time (long before the Property will be available for redevelopment) is necessary to make the construction of the new Wayne County Criminal Justice Center possible.

With the exception of the failed jail site, the County will continue to operate the Property until the completion of the new Wayne County Criminal Justice Center. Specifically, REDG has leased back the currently operational criminal justice facilities (the Frank Murphy Hall of Justice, the Wayne County Juvenile Detention Center, and the Wayne County Division 1 and Division 2 Jails) to the County for \$1.00, and these properties will continue to operate as public criminal justice facilities. (See Lease of Operational Criminal Justice Facilities, attached hereto as Exhibit B). For all practical purposes, they remain County facilities.

Due to Wayne County’s previous issuance of tax-exempt bonds for the jail construction, the failed jail site had to be separately conveyed to REDG to comply with IRS requirements. It will not be subject to the \$1.00 lease, as it is not an operational facility. However, the failed jail

Rock Economic Development Group

Petition for Section 7tt Property Tax Exemption

site will be held by REDG on a non-profit basis and will not be redeveloped until the entirety of the Property is vacated by the County and available for comprehensive redevelopment.¹

Recognizing that (1) the conveyance of the Property is necessary to enable delivery of the new Criminal Justice Center, (2) because of this necessity, the conveyance is occurring well in advance of the ability to redevelop the Property, and (3) the Property will remain substantially occupied by the County, the Wayne County Criminal Justice Center deal contemplated that the Property would remain exempt from taxation pursuant to Section 7tt of the General Property Tax Act for the “holding period” during which REDG is holding the Property on a non-profit basis for future redevelopment. (See Section 8.12 of the Development and Purchase and Sale Agreement, attached hereto as Exhibit D). REDG now seeks this Honorable Body’s consideration and approval of this exemption.

Exemption for Property Held by a Non-Profit Economic Development Group

Section 7tt of the General Property Tax Act, MCL 211.7tt, permits the City Council to adopt a resolution exempting, for up to seven years, real property that is owned by an “eligible economic development group”. MCL 211.7tt(8) defines an “eligible economic development group” as “a nonprofit organization, the primary purpose of which is the economic development of real property or combining parcels of real property for economic development purposes.”

REDG qualifies as an economic development group under the statute because it is a non-profit, unincorporated association formed under Delaware law whose primary purpose is the economic development of real property or combining parcels of real property for economic development purposes. (See Agreement of Members of Rock Economic Development Group, attached hereto as Exhibit E.)

The exemption is requested for the seven year allowable period or until such time as the development of the Property is commenced, whichever is earlier. Accordingly, the exemption would be effective December 31, 2018 and would remain in effect until December 30, 2025 or until such time as development of the Property commences, if earlier. If development of any portion of the Property commences prior to December 31, 2025, the exemption for that portion would terminate.

It is important to emphasize that the exemption is only for the period of time the Property is held by REDG pending future development (the “holding period”) and will end when development commences. Any tax abatement or other incentives for future development would have to be sought in connection with the future redevelopment.

¹ REDG and a Rock affiliate (1208 Woodward LLC) have entered into an agreement whereby the Rock affiliate has the right to use the failed jail site for construction parking for other projects in downtown Detroit in exchange for funding the demolition of the partially completed jail. This arrangement provides the means for the failed jail site to be cleared for future redevelopment, in furtherance of REDG’s non-profit economic development purpose. (See Demolition Agreement – Gratiot Jail Site, attached hereto as Exhibit C.)

Rock Economic Development Group

Petition for Section 7tt Property Tax Exemption

As a final matter, it should be noted that Section 7tt(6) allows the county in which the exemption is being granted to withdraw its millages from the exemption, such that those mills would continue to be levied. Wayne County has agreed that it will not withdraw its millages if the exemption is approved, and that property taxes levied by Wayne County will be subject to the exemption. (See Section 8.12 of the Development and Purchase and Sale Agreement, attached hereto as Exhibit D).

The requested exemption is an integral part of projects that will have a substantial positive impact on economic development in the City. The construction of a new Wayne County Criminal Justice Center is a major public works project that will generate significant economic impact while consolidating and modernizing criminal justice operations, meeting critical capacity needs, and improving conditions. Moreover, once that project is completed, the Property will be available for productive redevelopment.

REDG appreciates the City Council's consideration of this important matter.

Sincerely,

Rock Economic Development Group

By: _____

Its: Howard Luckoff

Enclosures:

Legal Description of the Parcels Constituting the Property (Exhibit A)
Lease of Operational Criminal Justice Facilities (Exhibit B)
Demolition Agreement – Gratiot Jail Site (Exhibit C)
Development and Purchase and Sale Agreement (Exhibit D)
Agreement of Members of Rock Economic Development Group
(Exhibit E)

Exhibit A

EXHIBIT A-1

**LEGAL DESCRIPTION OF DIVISION 1 JAIL
(570 CLINTON)**

Tax Id Number(s): 03000240-1

Land Situated in the City of Detroit in the County of Wayne in the State of MI

Land in the City of Detroit, Wayne County, Michigan being part of Lots 5 thru 8, both inclusive, lying south of Clinton Street, 40 feet wide, and west of St. Antoine Street, 50 feet wide, also Lots 6 and 7 and part of Lots 5 and 8, lying north of Macomb Street, 50 feet wide and west of St. Antoine Street, 50 feet wide, all in the "Plat of the Antoine Beaubien Farm" as recorded on April 22, 1846 in Liber 27 of Deeds, Page 197, Wayne County Records; also that portion of public alley, 15 feet wide, vacated on June 9, 1914, all lying within said parcel which is more particularly described as follows:

Beginning on the northerly line of Macomb Street, 50 feet wide, being 10.02 feet westerly (as measured along said northerly line of Macomb Street) of the intersection of the northerly line of Macomb Street and the westerly line of St. Antoine, thence from the place of beginning N. 26 degrees 11 minutes 00 seconds W., along a line 10.00 feet westerly of and parallel to the westerly line of St. Antoine Street, 217.52 feet; thence S. 06 degrees 00 minutes 07 seconds W., along a line 13.00 feet southerly of and parallel to the southerly line of Clinton Street, 167.58 feet; thence S. 29 degrees 58 minutes 23 seconds E., 216.97 feet to the northerly line of Macomb Street; thence N. 60 degrees 01 minutes 37 seconds E., along said line of Macomb Street, 153.21 feet to the place of beginning.

EXHIBIT A-2

**LEGAL DESCRIPTION OF DIVISION 2 JAIL
(525 CLINTON)**

Tax Id Number(s): 03000279-88

Land Situated in the City of Detroit in the County of Wayne in the State of MI

Lots 155 through 162, and vacated Raynor & Alley adj. as disclosed in resolutions recorded in Liber 13722, Page 23, Liber 14306, Page 585 and Liber 14306, Page 594 except Gratiot Avenue as widened, BEAUBIEN FARM and recorded in Liber 6, Page 475, Wayne County Records.

EXHIBIT A-3

**LEGAL DESCRIPTION OF JUVENILE DETENTION CENTER
(1326 ST. ANTOINE)**

Tax Id Number(s): 03000239

Land Situated in the City of Detroit in the County of Wayne in the State of MI

Land in the City of Detroit, County of Wayne, Michigan being Lots 1, 2, and the Easterly 47.27 feet of Lot 3, Northerly of Macomb Street, 50 feet wide, and Lots 1 thru 3, and the Easterly 13.95 feet of Lot 4, Southerly of Clinton Avenue, 40 feet wide, also the public alley, 20 feet wide, adjoining above said lots of the "Plat of the Front of Charles Moran Farm", as recorded on August 5, 1837 in Liber 10, Page 3 & 5 of City Records.

Land in the City of Detroit, County of Wayne, Michigan, being Lots 1 thru 4, Northerly of Macomb Street, 50 feet wide, and Lots 1 thru 4, Southerly of Clinton Street, 40 feet wide, also the vacated public alley, 20 feet wide, adjoining above said lots of the "Plat of the Antoine Beaubien Farm", as recorded on April 22, 1846 in Liber 27, Page 197, of Deeds, Wayne County Records; also Lots 4 thru 7, and the Westerly 5.73 feet of Lot 3, Northerly of Macomb Street, and Lots 5 thru 7, and the Westerly 39.05 feet of Lot 4, and the vacated public alley 20 feet wide adjoining above said lots of the "Plat of the Front of Charles Moran Farm", as recorded on August 5, 1837 in Liber 10, Page 3 & 5 of City Records, complete parcel contains 94,043 square feet or 2.1589 acres more or less.

EXHIBIT A-4

**LEGAL DESCRIPTION OF FRANK MURPHY HALL
(1441 ST. ANTOINE)**

Tax Id Number(s): 03000278

Land Situated in the City of Detroit in the County of Wayne in the State of MI

All of Clinton Park being all that part of the Antoine Beaubien Farm, City of Detroit, Wayne County, Michigan and all of Lots 5, 6, 7 and 8, north side of Clinton Street, Plat of Subdivision of Antoine Beaubien Farm, according to the plat thereof as recorded in Liber 27 Pages 197, 198, and 199 of Deeds, Wayne County Records, being more particularly described as follows:

Beginning at the intersection of the Southerly line of Gratiot Avenue, 120 feet wide, with the Easterly line of Raynor Street South 26 degrees 11 minutes 21 seconds East, 312.46 feet to the Northerly line Clinton Avenue, 40 feet wide; thence along the Northerly line of Clinton Avenue North 59 degrees 59 minutes 38 seconds East, 196.40 feet to the Westerly line of St. Antoine Avenue, 50 feet wide; thence along the Westerly line of St. Antoine Avenue North 26 degrees 11 minutes 19 seconds West, 422.22 feet to a point; thence along a line North 85 degrees 89 minutes 06 seconds West, 9.28 feet to the Southerly line of Gratiot Avenue 120 feet wide; thence along the Southerly line of Gratiot Avenue South 29 degrees 39 minutes 38 seconds West 227.09 feet to the place of beginning.

ALSO: All of the Easterly six feet of Raynor Street between the North line of Clinton Street and the South line of Gratiot Street as opened in Resolution recorded on July 13, 1966 in Liber 16044, Page 910.

EXHIBIT A-5

**LEGAL DESCRIPTION OF GRATIOT SITE
1400 ST. ANTONIE ("FAILED JAIL" SITE)**

PROPERTY DESCRIPTION

(PER TITLE COMMITMENT NUMBER 1103104, PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, DATED MAY 4, 2011.)

THE LAND REFERRED TO IN THIS PETITION IS DESCRIBED AS FOLLOWS:

LAND IN THE CITY OF DETROIT, COUNTY OF WAYNE, STATE OF MICHIGAN MORE PARTICULARLY DESCRIBED AS:

ALL OF LOTS 1 AND 2, LOTS 3 AND 4, EXCEPT THAT PART OF LOTS 3 AND 4 TAKEN FOR THE WIDENING OF GRATIOT AVE, ALL OF THE "PLAT OF THE ANTOINE BEAUBIEN FARM" AS RECORDED IN LIBER 27 OF DEEDS, PAGE 197, 198 AND 199, WAYNE COUNTY RECORDS, SAID LOTS ADJOIN THE SOUTHEASTERLY LINE OF VACATED MADISON AVE. (50 FEET WIDE);

LOTS 1 THROUGH 4, INCLUSIVE, AND PART OF THE "PROTESTANT CEMETERY" ADJOINING SAID LOT 4 OF SAID "PLAT OF THE ANTOINE BEAUBIEN FARM", SAID LOTS ADJOIN THE SOUTHEASTERLY LINE OF MULLETT STREET (50 FEET WIDE);

LOTS 1 THROUGH 3, INCLUSIVE, PART OF THE "PROTESTANT CEMETERY" AND PART OF THE "R. CATHOLIC CEMETERY" ALL OF SAID "PLAT OF THE ANTOINE BEAUBIEN FARM", SAID LOTS ADJOIN THE SOUTHEASTERLY LINE OF SAID MULLETT STREET;

LOTS 1 THROUGH 4, INCLUSIVE, AND PART OF THE "R. CATHOLIC CEMETERY" OF SAID "PLAT OF THE ANTOINE BEAUBIEN FARM", SAID LOTS ADJOIN THE NORTHWESTERLY LINE OF CLINTON STREET (40 FEET WIFE);

LOTS 5 AND 6 AND PART OF LOTS 3, 4 AND 7 THROUGH 11, INCLUSIVE, ALL OF THE "PLAT OF THE FRONT OF CHARLES MORAN FARM" A.E. HATHON, CIVIL ENGINEER, 1837, CHARLES MORAN, PROPRIETOR, AS RECORDED IN LIBER 10 OF CITY RECORDS, PAGES 3 AND 5, SAID LOTS ADJOIN THE NORTHWESTERLY LINE OF SAID VACATED MADISON AVENUE;

THE VACATED PUBLIC ALLEY (OPENED IN FILE NO. 724, DATED FEBRUARY 21, 1894 AND VACATED IN J.C.C. DATED JUNE 25, 1963, PAGE 1624) ADJOINING PART OF LOTS 3 THROUGH 5, INCLUSIVE AND PART OF LOTS 9 THROUGH 11, INCLUSIVE, ALL OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM" A.E. HATHON, CIVIL ENGINEER, 1837, CHARLES MORAN, PROPRIETOR;

PART OF SAID VACATED MADISON AVENUE ADJOINING THE SOUTHEASTERLY LINE OF GRATIOT AVENUE (120 FEET WIDE AS WIDENED) AND SOUTHWESTERLY LINE OF THE WALTER P. CHRYSLER EXPRESSWAY RIGHT-OF-WAY, AND PART OF THE VACATED PUBLIC ALLEY OPENED IN FILE 724, FEBRUARY 21, 1894 BOTH VACATED BY J.C.C. DATED JUNE 25, 1963, PAGE 1674;

PART OF LOT 2 AND ALL OF LOTS 3 THROUGH 7, INCLUSIVE, OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM", SAID LOTS ADJOINING THE SOUTHEASTERLY LINE OF SAID VACATED MADISON AVENUE;

PART OF LOTS 1 AND 2 OF "PLAT OF SUBDIVISION OF LOT 1 AND LOT 2 OF MULLETT AND HASTINGS STREETS OF C. MORAN FARM SUBDIVISION", AS RECORDED IN LIBER 10 OF CITY RECORDS, PAGE 5, (ALSO PREVIOUSLY RECORDED IN LIBER 1, PAGE 43, WAYNE COUNTY RECORDS);

LOTS 3 THROUGH 7, INCLUSIVE, OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM", SAID LOTS ADJOIN THE NORTHWESTERLY LINE OF SAID MULLETT STREET;

LOTS 1 THROUGH 7, INCLUSIVE, OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM", SAID LOTS ADJOIN THE SOUTHEASTERLY LINE OF SAID MULLETT STREET;

LOTS 1 THROUGH 7, INCLUSIVE, OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM", SAID LOTS ADJOIN THE NORTHWESTERLY LINE OF CLINTON AVE. (40 FEET WIDE);

ALL OF THE VACATED PUBLIC ALLEY ADJOINING THE REAR OF LOTS 1 THROUGH 6, INCLUSIVE OF SAID "PLAT OF THE FRONT OF CHARLES MORAN FARM"; SAID LOTS ADJOIN THE SOUTHEASTERLY LINE OF SAID MULLETT STREET;

ALL BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF SAID GRATIOT AVENUE WITH THE NORTHEASTERLY LINE OF SAID ST. ANTOINE AVENUE; THENCE NORTH 29 DEGREES 46 MINUTES 02 SECONDS EAST ALONG THE SOUTHEASTERLY LINE OF SAID GRATIOT AVENUE, 465.17 FEET TO THE INTERSECTION OF THE SOUTHEASTERLY LINE OF SAID GRATIOT AVENUE WITH THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY; THENCE ALONG THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY THE FOLLOWING (6) SIX COURSES: THENCE SOUTH 49 DEGREES 25 MINUTES 15 SECONDS EAST 143.12 FEET; THENCE SOUTH 59 DEGREES 51 MINUTES 11 SECONDS WEST 4.38 FEET; THENCE SOUTH 54 DEGREES 43 MINUTES 41 SECONDS EAST 54.98 FEET; THENCE SOUTH 49 DEGREES 12 MINUTES 10 SECONDS EAST 243.55 FEET TO THE INTERSECTION OF THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF

WAY WITH THE NORTHWESTERLY LINE OF SAID MULLETT STREET, ALSO BEING THE INTERSECTION OF THE SOUTHEASTERLY LINE OF LOT 1 OF SAID "PLAT OF SUBDIVISION OF LOT 1 AND LOT 2 OF MULLETT AND HASTINGS STREETS OF C. MORAN FARM SUBDIVISION", AS RECORDED IN LIBER 10 OF CITY RECORDS, PAGE 5, (ALSO PREVIOUSLY RECORDED IN LIBER 1, PAGE 43, WAYNE COUNTY RECORDS) AND THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY; THENCE SOUTH 45 DEGREES 25 MINUTES 31 SECONDS EAST 51.83 FEET TO THE INTERSECTION OF THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY WITH THE SOUTHEASTERLY LINE OF SAID MULLETT STREET; THENCE SOUTH 26 DEGREES 06 MINUTES 07 SECONDS EAST 230.85 FEET TO THE INTERSECTION OF THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY WITH THE NORTHWESTERLY LINE OF SAID CLINTON STREET; THENCE SOUTH 59 DEGREES 59 MINUTES 26 SECONDS WEST ALONG THE NORTHWESTERLY LINE OF SAID CLINTON STREET, 577.00 TO THE INTERSECTION OF THE NORTHWESTERLY LINE OF SAID CLINTON STREET WITH THE NORTHEASTERLY LINE OF SAID ST. ANTOINE STREET, ALSO BEING THE SOUTHWESTERLY CORNER OF LOT 4 OF SAID "PLAT OF THE ANTOINE BEAUBIEN FARM" (L.27, P.197, 198 & 199, W. C. R.); THENCE NORTH 26 DEGREES 11 MINUTES 31 SECONDS WEST, ALONG THE NORTHEASTERLY LINE OF SAID ST. ANTOINE STREET, 462.11 FEET TO THE POINT OF BEGINNING. INCLUDING THAT PORTION KNOWN AS MULLETT STREET VACATED BY RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF DETROIT RECORDED IN LIBER 49206, PAGE 201, WAYNE COUNTY RECORDS, LYING BETWEEN THE NORTHEASTERLY LINE OF ST. ANTOINE STREET (50 FEET WIDE) AND THE SOUTHWESTERLY LINE OF SAID WALTER P. CHRYSLER EXPRESSWAY RIGHT OF WAY.

Commonly Known As: 1400 ST ANTOINE
Tax Parcel ID: 03000244-77

CJC Deal

Gratiot Site



A	B	C	Parcels	Acres	SF Land	1
2	Gratiot Jail Site		7.12	310,000	2	
3	Juvenile Detention		2.99	130,300	3	
4	Frank Murphy		1.57	68,300	4	
5	Div. 1 Jail		1.18	51,300	5	
6	Div. 2 Jail		0.88	38,500	6	
7	Total		13.74	598,400	¹ 7	

¹ Does not include roadways

August 3, 2018

Brennan Smith (313) 545-4114



CITY OF DETROIT
OFFICE OF THE CHIEF FINANCIAL OFFICER
OFFICE OF THE ASSESSOR

COLEMAN A. YOUNG MUNICIPAL CENTER
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September 21, 2018

Maurice Cox, Director
Planning & Development
2 Woodward Ave, Suite 808
Detroit, MI 48226

RE: ***Eligible Economic Development Group Property Tax Exemption (MCL 211.7tt) – Rock Economic Development Group***
Property Address: 570 Clinton, 525 Clinton, 1326 St. Antoine, 1441 St. Antoine, 1400 St. Antoine
Parcel Number: 03000240-1, 03000279-88, 03000239., 03000278., 03000244-77

Dear Mr. Cox:

The Office of the Chief Financial Officer, Office of the Assessor, has reviewed the request by Rock Economic Development Group, a non-project, unincorporated association whose primary purpose is assembling and combining parcels of real property for economic development purposes, for the proposed Eligible Economic Development Group Property Tax Exemption under MCL 2117.tt for the properties located at 570 Clinton, 525 Clinton, 1326 St. Antoine, 1441 St. Antoine, 1400 St. Antoine.

The rationale for granting the Eligible Economic Development Group Property Tax Exemption under MCL 2117.tt is based on exempting real and personal property of the eligible economic development group is deemed necessary to reduce unemployment, promote economic growth, and increase capital investment in this state. An "eligible economic development group" means a nonprofit organization the primary purpose of which is the economic development of real property or combining parcels of real property for economic development purposes. The resolution to adopt the exemption may include terms and conditions of a development agreement with the eligible economic development group that owns the specifically identified real and personal property.

The properties are being conveyed to Rock Economic Development Group (REDG) as consideration for the agreement of other Rock entities to construct the new Wayne County Criminal Justice Center for Wayne County and to bear the cost in excess of the available County funds. The County will continue to operate the current operation criminal justice facilities (Frank Murphy Hall of Justice, Wayne County Juvenile Detention Center and Wayne County Division 1 and Division 2 Jails) with the exception of the discontinued jail site under a \$1.00 lease back to Wayne County until completion of the new Wayne County Criminal Justice Center. Due to the Wayne County's previous issuance of tax-exempt bond for the jail construction, the discontinued jail site had to be separately conveyed to REDG to comply with IRS requirements and will not be subject to the \$1.00 lease as it is not an operational facility. The discontinued jail site will be held by REDG, will be demolished and will not be redeveloped until the entirety of the current operation of the criminal justice facilities is vacated by Wayne County.

In addition, Wayne County has agreed that it will not withdraw its millages from the exemption if the exemption is approved and that property taxes levied by Wayne County will be subject to the exemption. MCL 211.7tt (6) state not more than 45 days after the state treasurer approves under subsection (5) a resolution adopted under subsection (1), the county in which the local tax collecting unit that adopted the resolution under subsection (1) is located may by resolution elect to withdraw all mills levied by that county from the exemption under this section. If a county elects to withdraw all mills levied by that county from the exemption under this section, the local tax collecting unit shall levy and collect all mills levied by that county on the real and personal property owned by an eligible economic development group identified in the resolution adopted under subsection

The properties meet the criteria set forth under MCL 211.7tt for the Eligible Economic Development Group Property Tax Exemption based on exempting real and personal property of the eligible economic development group is deemed necessary to reduce unemployment, promote economic growth, and increase capital investment in this state.



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Eligible Economic Development Group Property Tax Exemption (MCL 211.7tt)

Rock Economic Development Group

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A field investigation indicated that the properties located at 570 Clinton, 525 Clinton, 1326 St. Antoine, 1441 St. Antoine and 1400 St. Antoine are eligible as it pertains to MCL 211.7tt for the Eligible Economic Development Group Property Tax Exemption requirements.

Sincerely,

Charles Ericson, MMAO
Assessor, Board of Assessors

mmp



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Eligible Economic Development Group Property Tax Exemption (MCL 211.7tt)

Rock Economic Development Group

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Parcel ID	Property Address	Common Name	Legal Description
03000240-1	580 Clinton	Jail Division 1	S CLINTON W 40 FT OF S 94.76 FT OF 5 S 94.76 FT OF 6&7 E 27.58 FT ON N LINE BG E 21.32 FT ON S LINE OF S 94.76 FT OF 8 N MACOMB E 20.33 FT ON N LINE BG E 13.21 FT ON S LINE OF 8 7&6 W 40 FT OF 5 AND VAC ALLEY ADJ A BEAUBIEN FARM L27 P197-9 DEEDS, W C R 3/4 34,807 SQ FT
03000279-88	520 Gratiot	Jail Division 2	S GRATIOT 155 THRU 162 AND VAC RAYNOR & ALLEY ADJ EXC GRATIOT AVE AS WD BEAUBIEN FARM L6 P475-8 CITY RECORDS, W C R 3/3 277.94 IRREG
03000239.	1326 St Antoine	Juvenile Detention	N MACOMB 1 THRU 4 ALSO S CLINTON 1 THRU 4 AND VAC ALLEY ADJ ANTOINE BEAUBIEN FARM L27 P197-199 DEEDS, W C R 3/4 N MACOMB 7 THRU 1 AND N MACOMB 7 THRU 1 AND VAC ALLEY ADJ C MORAN FARM L10 P5 CITY RECORDS, W C R 3/6 3/- 133,100 SQ FT
03000278.	1441 St Antoine	3rd Circuit Court	S GRATIOT 8 THRU 5 ON N CLINTON ALSO CLINTON PARK & VAC E 6 FT RAYNOR ADJ A BEAUBIEN FARM L27 P197-9 DEEDS, W C R 3/4 74800 SQ FT
03000244-77	1400 St Antoine	Discontinued Jail Site	E ST ANTOINE 4 3 2 1 LYG ON NWLY LN CLINTON AVE & SELY LN GRATIOT AVE INCL ADJ VAC MULLET ST 50 FT WD ADJ VAC MADISON AVE 50 FT WD ANTOINE BEAUBIEN FARM L27 P197-9 DEEDS, W C R 3/4 7 THRU 1 LYG ON NWLY LN CLINTON AVE & SELY LN GRATIOT AVE INCL ADJ VAC MULLET AVE 50 WD ADJ VAC MADISON AVE 50 FT WD & ADJ VAC ALLEY 11 THRU 8 & VAC ALLEY ADJ 4 5 9 10 C MORAN FARM L10 P5 CITY RECORDS, W C R 3/6 DESC AS BEG AT INTT SELY LN GRATIOT AVE & NELY LN ST ANTOINE ST TH ALG SELY LN GRATIOT AVE N 29D 46M 02S E 465.17 FT TO SWLY LN OF WALTER P CHRYSLER XWAY R/W TH ALG SD LN OF WALTER P CHYSLER XWAY R/W S 49D 25M 15S E 143.12 FT TH S 59D 51M 11S W 4.38 FT TH S 54D 43M 41S E 54.98 FT S 49D 12M 10S E 243.55 FT TO NWLY LN VAC MULLET ST 50 FT WD ALSO BG SELY LN OF 1 C MORAN FARM SUB L10 P5 CITY RECORDS, WCR 3/6 TH S 45D 25M 31S E 51.83 FT TO SELY LN MULLET ST 50 FT WD TH ALG SD SWLY LN WALTER P CHRYSLER XWAY R/W S 26D 06M 07S E 230.83 FT TO NWLY LN CLINTON AVE TH ALG SD NWLY LN CLINTON AVE S 59D 59M 26S W 577 FT TO NELY LN ST ANTOINE ST ALSO BG SWLY COR 4 ANTOINE BEAUBIEN FARM SUB L27 P197-9 DEEDS, WCR 3/4 TH ALG SD NELY LN ST ANTOINE N 26D 11M 31S W 462.11 FT TO POB. 312,548 SF



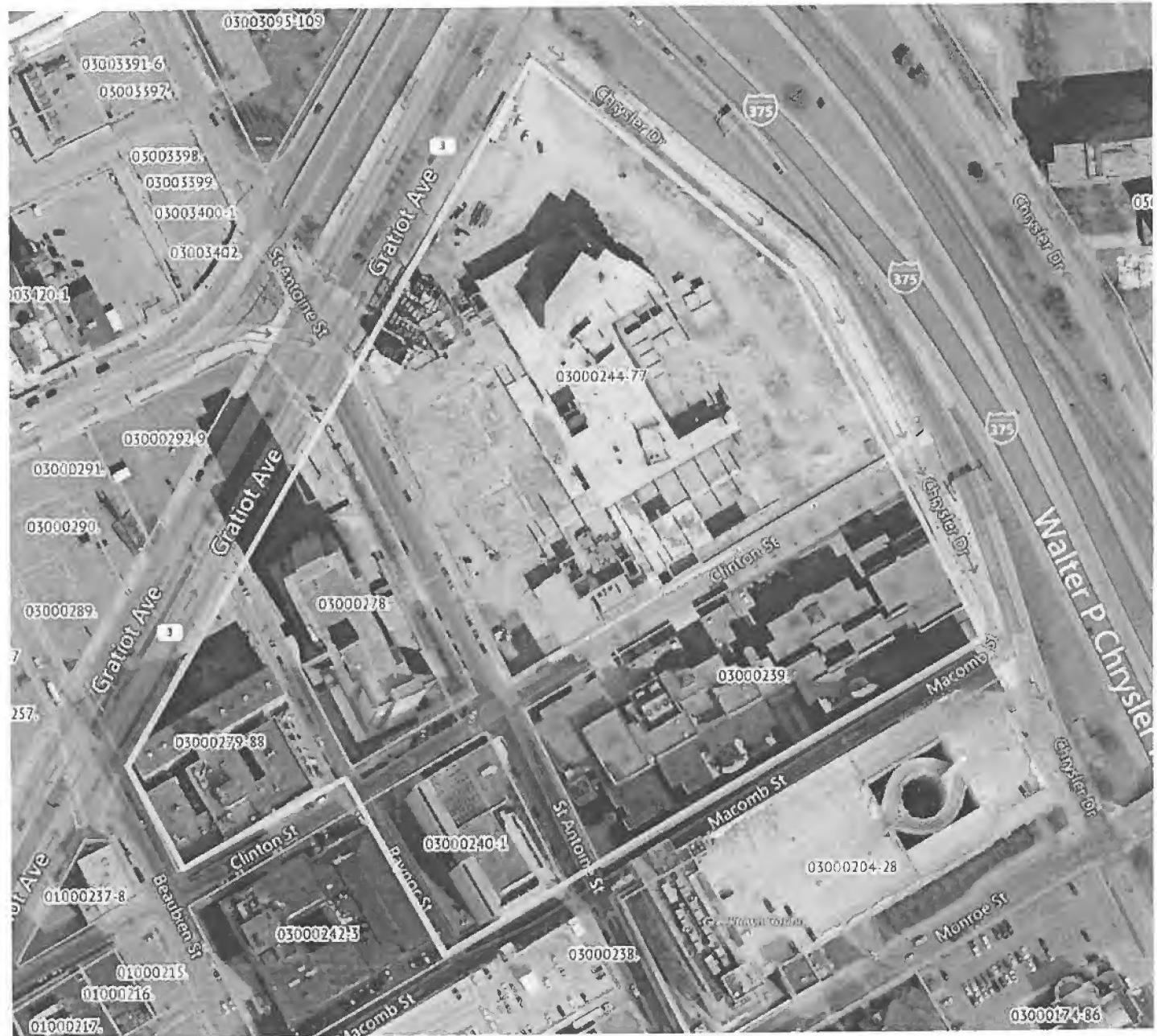
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Eligible Economic Development Group Property Tax Exemption (MCL 211.7tt)

Rock Economic Development Group

Page 4



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 Thomas Stephens, Esq.
 David Teeter
 Theresa Thomas
 Kathryn Lynch Underwood

October 4, 2018

HONORABLE CITY COUNCIL

RE: Community Benefits Ordinance process analysis for the Ford Motor Company Michigan Central Station/Corktown Development Project

BACKGROUND AND PROPOSAL

In November of 2016, the Proposal B ballot initiative passed with 53% of the vote, effectuating the enactment of the City of Detroit's Community Benefits Ordinance (CBO) Ordinance No. 35-16. The expressed purpose of this ordinance is to garner *"outreach and engagement that promotes transparency and accountability and ensures development projects in the City of Detroit benefit and promote economic growth and prosperity for all residents."*

Section 14-12-3, subsection (a)(5) of the ordinance states that, *"the City Council shall appoint a liaison from the Legislative Policy Division to monitor the community engagement process and provide updates to the City Council."* This report has been prepared by the Legislative Policy Division (LPD) to provide an update as contemplated by the ordinance prior to Council's consideration of any financial incentives associated with these developments.

The developer is seeking an Obsolete Property Rehabilitation Act Abatement (PA 146 of 2000), Commercial Rehabilitation Act Abatement (PA 210 of 1995) and a Renaissance Zone Tax Abatement (PA 376 of 1996) which would be applied respectively to various aspects of the development, inclusive of the former Michigan Central Station, the former Brass Factory, and the former DPS Book Depository Building, all of which are located in City Council District 6, which in addition to the anticipated investment amount of over \$700 million dollars collectively, qualifies these proposed developments as a Tier 1 development project and triggers the CBO process. Sec. 14-12-2 of the CBO Ordinance defines a Tier 1 project as follows:

"Tier 1 Development Project means a development project in the City that is expected to incur the investment of Seventy-five Millions Dollars (\$75,000,000) or more during the construction of facilities or to begin or expand operations or renovate structures where the developer of the project is negotiating public support for investment in one or both of the following forms.

- (1) Any transfer to the developer of City-owned land parcels that have a cumulative market value of One Million Dollars (\$1,000,000) or more (as determined by the City Assessor or independent appraisal) without open bidding and priced below market rates (where allowed by law) or*
- (2) Provision or approval by the City of tax abatements or other tax breaks that abate more than One Million Dollars (\$1,000,000) of City taxes over the term of the abatement that inure directly to the Development, but not including Neighborhood Enterprise Zone tax abatements.*

Staff would also note that, while Neighborhood Enterprise Zone tax abatements are exempted as being a qualifying factor for the CBO process, a Rehabilitation NEZ is being requested as a financial tool for the redevelopment of the Michigan Central Station, located in City Council District 6, given the residential component contemplated for the existing tower.

Ford Motor Company is seeking the transformation of the iconic Michigan Central Station, located in City Council District 6, into the centerpiece of an innovation hub. Ford's proposed investment will include the development of a total of 1.2 million square feet of office, retail, parking and residential space to be housed in new and existing buildings within the Corktown neighborhood. Ford Motor Company's plans are centered around the rehabilitation of the historic Michigan Central Station, located in City Council District 6, which is expected to include retail and public spaces in the Grand Hall, and commercial office and residential space in the tower.

The subject requests to establish the respective districts for the Obsolete Property Rehabilitation District, commercial rehabilitation district, Neighborhood Enterprise Zone, as well as the Renaissance Zone will be before Your Honorable Body on Thursday, October 11, 2018 for their respective required statutory public hearings.

The remainder of this report includes the analysis and conclusions of Council's liaison's report for the proposed Michigan Central Station/Corktown redevelopment projects CBO process which concluded on September 24, 2018. See details below:

COMMUNITY BENEFITS ORDINANCE PROJECT DETAILS

Proposed Development(s) and Location(s):

Michigan Central Station & Parking Deck

The Michigan Central Station is located at 2001 15th Street in the Corktown neighborhood in Southwest Detroit, located in City Council District 6. The rehabilitation is anticipated to include retail and public spaces in the Grand Hall and commercial office and residential space in the tower. The upper floors consisting of the mezzanine through the eleventh floors is anticipated to be developed as office space. Floors twelve through thirteen are anticipated to be redeveloped as

for sale, market rate residential condominiums. The former concourse is anticipated to be repurposed as a market space for local, regional and national retailers. A four story parking deck is anticipated to be erected to the south of the subject property atop existing rail lines.

Former DPS Book Depository Building

The former DPS Book Depository Building is located at 2231 Dalzelle and also in the Corktown neighborhood in Southwest Detroit adjacent to the Michigan Central Station site, located in City Council District 6. This Albert Khan building is proposed to be rehabilitated to accommodate a mixed-use development consisting of three stories of office space and commercial and/or retail space on the lower level.

Former Brass Factory Building

The former Brass Factory Building is located at 2200 Rosa Parks Boulevard in the Hubbard-Richard community. Given the amount of environmental contamination associated with this site, the property is slated for deconstruction and demolition. Embedded in the interior of this commercial structure is a 19th century single family home, one of the oldest remaining examples of 19th century architecture in the City of Detroit. Upon completion of the demolition, the site is anticipated to be redeveloped into a multi-story mixed use office/laboratory space.

North Michigan Avenue Parking Deck

This site is located near the intersection of Rosa Parks Boulevard and Cherry Avenue in the Hubbard-Richard community. The site is currently vacant and undeveloped; however it is anticipated to accommodate a multi-story parking deck.

Current Zoning:

Michigan Central Station – M4 – Intensive Industrial District. This district permits uses which are usually objectionable and, therefore, the district is rarely, if ever, located adjacent to residential districts. A broad range of uses is permitted in this district. New residences are prohibited with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

Multiple use permits would have to be issued in order to accommodate the developer's plan for this proposed development. In order to facilitate a less laborious and multi-faceted permitting process, ***the development might benefit from a Planned Development District zoning classification***, in which specific stipulations and development standards may be imposed by City Council.

Former DPS Book Depository Building & Former Brass Factory Building – M3 – This district is composed of property so situated as to be suitable for industrial development, but where the modes of operation of the industry may affect any nearby residential uses. The purpose of this district is to permit the normal operation of a majority of industries, subject only to those regulations needed to control congestion and to protect nearby residential districts. No new residential construction is permitted in this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses.

These requirements are to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

North Michigan Avenue Parking Deck – B4 – The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses, which may benefit by drawing part of their clientele from passing traffic are permitted. Additional uses, which may be successfully blended with permitted by-right uses, are conditional.

Developer Representatives:

Richard Bardelli (Ford Land), Mary Culler (Governmental Affairs), Gabby Bruno (Governmental Affairs), Kelli P. Murphy (Office of Tax Counsel), Shawn H. Wilson (Ford Fund), and Aniela Kuzon (City of Tomorrow Challenge) on behalf of Ford Motor Company.

Estimated Cost:

\$700,000,000.00 which qualifies this project as a Tier 1 project.

Census Tract(s):

5214 in addition to portions of 5215 to the north and 5208 and 9853 to the south.

Impact Area Boundaries:

The impact area, determined by the Planning and Development Department, is defined as Martin Luther King Jr. Boulevard on the north, West Grand River Avenue and the northbound John C. Lodge Service Drive on the east, W. Lafayette Boulevard on the south, and the I-75 Chrysler Freeway and 21st Street on the west.

CBO Facilitators:

Karen Gage, Planning and Development Department (PDD)

Legislative Policy Division Liaison:

George Etheridge, LPD

Neighborhood Advisory Council (NAC):

Jerry Paffendorf – Elected by Impact Area Residents

Heather McKeon – Elected by Impact Area Residents

Hon. Aliyah Sabree – City Council President Brenda Jones Appointee

Sheila Cockrel – City Council Member Janeé Ayres Appointee

Robin Ussery – Council Member Raquel Castañeda-López Appointee

David Esparza – PDD Director Appointee

Nicole Rittenauer – PDD Director Appointee

Mike Ransom – PDD Director Appointee

Ken Jameson – PDD Director Appointee

Monsignor Charles Kosanke – Community elected alternate

This report serves the following purposes:

1. Provides an update relative to the standing of the CBO process and to inform the City Council as to what has transpired as a result of several meetings that have been held thus far.
2. Provides the additional perspective of the legislative staff which may be considered alongside the mandated PDD Director's report submitted to Your Honorable Body for review to complete the initial engagement phase of the CBO requirements.
3. The Legislative Policy Division respectfully offers recommendations to this Honorable Body for potential areas of improvement in the CBO process based upon observations and input during CBO proceedings.

CBO FIRST PUBLIC MEETING

The legally required public notice of the inaugural meeting (as required by Ordinance No. 35-16) was mailed out to tax payers of record, occupants, and business owners within 300 radial feet of the aforementioned impact area by the City Clerk's office on June 29, 2018. The notice was sent to approximately 2,000 residents within the impact area. According to signatures collected by PDD, one-hundred fifty (150) assumed residents of the City of Detroit and the impact area were recorded as having attended the first meeting. Additionally, attendees were notified of subsequent NAC meetings slated to be held on July 30th, August 14th, August 27th, September 10th, September 17th and September 24th.

In addition, two separately held NAC meetings took place on Monday, July 16, 2018 and Monday, July 30, 2018. The meeting schedule for the NAC was as follows: July 30, 2018, August 14, 2018, August 27, 2018, September 27, 2018, September 10, 2018, September 14, 2018, September 17, 2018 and September 24, 2018.

The initial meeting was held on Monday, July 16, 2018 at 6:00 p.m. at the Detroit Police Athletic League (PAL) located at 1680 Michigan Avenue. Approximately one-hundred fifty (150) persons, inclusive of residents were in attendance at the initial meeting. Among those in attendance were R. Steven Lewis (former PDD Central District Design Director), District 6 Council Member Raquel Castañeda-López, Mr. Vince Keenan of the Department of Neighborhoods, and Ms. Sarah Pavelko – Director of Real Estate and Financial Services for the Detroit Economic Development Corporation.

At the initial meeting, an overview of the process was given by Ms. Gage which consisted of a detailed overview of the ordinance, purpose and role of the NAC, all of which were clearly and expertly articulated. Of concern was the fact that the dates for the proposed NAC meetings had been predetermined, as had a number of concerns and impacts regarding the proposed development, which the PDD presented as "Identified Potential Impacts for the Michigan Central Station" as shown on page 11 of PDD's initial presentation. LPD staff is of the opinion that, while the list of potential impacts as presented by PDD may have been relevant, such comments, so early on appeared to direct the NAC towards a certain conclusion in regards to what benefits and/or mitigating factors should be considered.

LPD staff is of the opinion that, while the ordinance only specifics one meeting as being required between the NAC and the developer, that the NAC should have the authority and autonomy to selected their own meeting dates and times.

The boundaries of the impact area were identified as consisting of the Corktown, North Corktown and the Hubbard-Richard communities being generally described as the area bounded Martin Luther King Jr. Boulevard on the north, West Grand River Avenue and the northbound John C. Lodge Service Drive on the east, W. Lafayette Boulevard on the south, and the I-75 Chrysler Freeway and 21st Street on the west. It was stated that anyone within the impact area was eligible to be on the NAC. It was clearly stated that the role of the NAC was to serve the greater community by representing those in the impact area by engaging and negotiating with the administration and the developer to garner meaningful mitigation of issues and concerns which may arise during the development process, and not to angle or negotiate for fringe benefits for personal gain.

Arthur Jemison, Chief of Services and Infrastructure for the City of Detroit was in attendance at the inaugural meeting of the Ford CBO process as well as at the Monday, July 16, 2018 independent NAC meeting as the official representative for the administration, although the CBO does not identify or recognize his role in the Community Benefits process. Mr. Jemison, speaking on behalf of the administration, made some clarifying points, stating that the NAC should consider other factors beyond mitigating factors associated with the proposed developments. It was communicated by Mr. Jemison that there exists opportunities to realize community benefits through the Strategic Neighborhood Core City Fund, the Affordable Housing Leveraging Fund and Workforce Training and Development.

There were a number of concerns and considerations which were raised by members of the public at the initial meeting, inclusive of but not limited to the following:

- The Impact area boundaries and whether they could be expanded.
- Location of parking, traffic impacts, the ownership of park lands.
- Construction timeline.
- Air-quality/demolition.

A cursory overview was given of the proposed developments by Mr. Richard Bardelli of Ford Motor Company. The phasing and anticipated timelines, as well as impacts of all four developments were articulated and reviewed with as much detail as was available. One omission that LPD staff would like to note for future consideration is how the proposed development meets the criteria of the CBO ordinance in terms of either investment amount, or tax incentive being sought. In regard to this development, as well as others (i.e., Book Tower, Monroe Block, Wiggle, York/Cass) the CBO process has been initiated in order to meet State mandated filing deadlines, prior to the developer having completed proformas, OPRA, Commercial Rehabilitation, or other fiscal analysis, resulting in the prolonging or expediting of the CBO process.

The timeline proposed for the NAC process associated with the Michigan Central Station and Corktown Development Projects in staff's assessment was enacted prematurely. As previously stated, of concern was the fact that the developer did not have their proforma complete at the onset of the CBO process, nor did they have a complete list of the tax incentives being sought, nor the total investment amount for their proposed developments.

SELECTION OF THE NAC

At the initial CBO meeting held on Monday, July 16, 2018, approximately twenty-six (26) residents of the Corktown, North Corktown and Hubbard-Richard neighborhoods expressed an interest in serving on the Michigan Central Station/Corktown NAC. At the second CBO process meeting which was held on July 30, 2018 approximately twenty-four (24) residents from the respective communities expressed a continued interest in serving on the NAC. The twenty-four (24) residents who expressed an interest at the July 30, 2018 meeting were from among the initial twenty-six (26) residents from the July 16, 2018 meeting. In addition to hearing the names, neighborhoods, and credentials for each of those interested in serving on the NAC for a second time, another overview of the process and proposed developments was given, which in essence protracted the process.

LPD staff would note, that many of LPD's previous recommendations have been incorporated into the CBO process in terms of presenting information about the process, role of the NAC, documents germane to the NAC's review and negotiations, etc.

The second meeting had four primary objectives:

- 1) Re-introduce the CBO process and legislation (again, repetitive and not all together necessary).
- 2) Re-present the various aspects of the projects, i.e. the Michigan Central Station, the former DPS Book Depository Buildings, the form Brass Factory Building and the Michigan Avenue parking deck, located in City Council District 6.
- 3) Conduct the public selection process for two NAC members to be selected by the community present.
- 4) Announce the selection results for two community selected NAC members.

Residents living in the impact area, who were interested in being a part of the NAC, were advised to nominate themselves to serve on the NAC. Each candidate was required to provide two nominations never selecting the same person twice, nor nominating themselves twice. Each nominee also presented the case for their candidacy to serve on the NAC. Nominees names were collected and documented by PDD staff.

Once all ballots were received from voting residents residing in the defined impact area, the votes were tallied by PDD with members of Council staff, LPD, DON, and the Mayor's office overseeing the nominee selection tally. The selections for both Council President Jones and Council Member Ayers were also announced at the meeting of July 30, 2018. While the two appointees from the two At-Large Council Members did not self-nominate, past practice has allowed Council Members to select residents from within the impact area to serve on the NAC. If this practice is to continue into the future, staff is of the opinion that it should be codified in the Community Benefits Ordinance.

MICHIGAN CENTRAL STATION / CORKTOWN NEIGHBORHOOD ADVISORY COUNCIL MEETINGS

During the NAC meetings, there were several themes, or major points of concern and discussion including but not limited to:

- The amount of parking and where parking will be located within the project area,
- Construction and the development schedule,
- Completion of construction and the move in date for future tenants/residents,
- The number of affordable units and the definition of what is considered affordable,
- The possibility of the deconstruction of the former Brass Factory rather than demolition given the historical home which the factory was built around,
- The status of and future plans for Roosevelt Park, etc.

Attached please find the PDD report which accurately details all of the NAC concerns and the developer's responses. In all there were a total of ten (10) community meetings held in regards to this CBO process.

COMMUNITY BENEFITS

The Ford Neighborhood Advisory Council submitted a letter of support for the Ford Motor Company's commitments to the NAC's CBO requests, dated September 27, 2018. The letter is attached as a part of the PDD CBO staff report. The letter states in part:

"The NAC is pleased to offer this letter of support to confirm the attached "Ford/City Responses to Impacts as identified by Ford Neighborhood Advisory Committee – September 26th, 2018" document accurately reflects our understanding of the agreed upon community benefits to be included in the development agreement for this project."

Ford Motor Company has committed to making a significant investment of over \$700 million dollars in the Corktown campus which is anticipated to bring 5,000 jobs to Detroit and revitalize one of the City's greatest historical assets, the Michigan Central Station, located in City Council District 6. Ford's proposed investment is intended to make Detroit "the center of the future of mobility." In addition, by leveraging available incentives, it is anticipated that the development of the long vacant Michigan Central Station will generate \$300 million dollars of new tax revenue for the City of Detroit.

Ford has committed to invest in key programs that meet the needs of Corktown and Southwest Detroit such as the Strategic Neighborhood Core City Fund, the Affordable Housing Leveraging Fund and Workforce Training and Development as detailed below. With an initial commitment of \$10 million dollars, the funds proposed to be provided by Ford are anticipated to leverage other available public and private resources for a total investment of \$22.5 million dollars according to the Duggan administration.

Specifically, Ford's investment in the community will include the following funding and is anticipated to accomplish the following goals:

Create and protect affordable housing in the impact area to help existing residents

- \$2.5 million dollars to the Affordable Housing Leveraging Fund to
 - Preserve and/or create approximately 200 new units of affordable housing in impact area.

Support neighborhood development

- \$2.5 million to the Strategic Neighborhood Core City Fund for

- Neighborhood park improvements, to be determined through the neighborhood planning process.
- Streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process.
- Financial support to help income eligible homeowners secure 0% home repair loans and help eligible seniors secure emergency home repair grants.
- Financial support for a façade improvement program for impact area businesses through Motor City Restore.
- Set aside portion for a community advised fund.

Ensure impact area residents have increased access to training and job opportunities

- \$5 million dollars for workforce training, education and development.
 - \$1 million dollars to Golightly Vocational Center to help train both adult and youth for emerging technology jobs.
 - \$1 million dollars to Grow Detroit Young Talent.
 - \$1 million dollars to support other training programs for in demand skilled trades jobs through Detroit at Work.
 - \$2 million dollars in funds to be invested in: workforce development programs; scholarships and programs for impact area youth pursuing careers in STEAM; entrepreneurship and other community programs to be decided upon with community input.
- Create a local hiring hall, an established entry point for Detroit residents with priority to impact area residents to apply for Ford jobs openings and to be referred to job training resources as needed. *This location will be identified at a later date.

Ford is also proposing a number of additional community benefits for the impact area which are detailed in the attached PDD report beginning on page 24.

ANALYSIS

CBO Timeline

Both the public and the NAC members raised concerns about the aggressive timeline in the CBO process for the NAC to meet and produce recommendations for a list of community benefits. However, there were considerations given to the NAC, as well as to the developer to allow for additional time when needed. At the scheduled fourth meeting the NAC was expected to provide a draft list of concerns and recommendations to the developer; however, by this point, they still had not been informed of all of the abatements being sought, nor the extent of the demolition and remediation needed at either the Michigan Central Station or the former Brass Factory building.

CBO Process

Many of the observations stated in this section of the report are duplicative of those expressed in previous LPD reports, such as those regarding the Detroit Pistons, Palace Sports and Entertainment Corporate Headquarters and Practice Facility, Herman Kiefer Complex, Hudson Site Transformative Brownfield and OPRA redevelopment CBO process.

1. Extend the CBO meeting timeline

CBO development projects should be granted more time for a more extensive engagement and negotiation process. The timeline as it stands does not have the necessary amount of time built in for thoughtful requests or responses from either the NAC or developer. The language in the CBO does state in part "...the Planning Director where possible shall submit the initial Community Benefits Report within six weeks from the date the notice is sent of the public meeting." While this language does allow for some flexibility, the six week timeline was ultimately adhered to in this case, in order to present these items to the City Council prior to your winter recess. LPD staff strongly believes that the CBO process should not begin until the proforma and all applications for establishment of districts are complete.

2. Refine the process

There are portions of the ordinance that leave much to interpretation, such as if the requests of the NAC should be limited to the remediation plan of the developer or germane to employment opportunities for members of the community as a result of the project. One interpretation has been that any benefit conceived by the community is "fair play" and should be considered by the developer. Staff would request Your Honorable Body to further deliberate on the intent of the CBO in this respect. One sentiment that was repeated time and time again during this process is that the role of the NAC does not end with the issuance of the Community Benefits Report, however, should continue through the course of the development. Is it the expectation of Council that the appointed NAC members remain empaneled for the duration of the development or that a sunset provision be added to the ordinance as it relates to the role of the NAC?

3. If the Department of Neighborhoods (DON) is to play a vital role in the CBO moving forward, then their role needs to be defined and codified in the Ordinance.
4. NAC's vary from project to project in terms of composition and utility. In the case of the Michigan Central Station/Corktown CBO process, the NAC opted to select a chair to facilitate the meetings and move the NAC towards their ultimate recommendations. In other CBO processes, there was no clear or defined chair, and the administration served more of a role in guiding the discussion for the NAC, rather than the NAC. Staff is of the opinion that the NAC selection process should be amended so a chairperson is identified for the NAC in order to ensure that there is no undue influence from non-NAC or impact area third parties.

CONCLUSION

Ford Moto Company has submitted their commitments in regards to the Michigan Central Station CBO process, which are being incorporated into a development agreement between the developer and the administration. This report has been submitted in an effort to aid Your Honorable Body in your deliberations ahead of the Thursday, October 11, 2018 Planning and Economic Development Standing Committee, at which time, Your Honorable Body will be considering the request of Ford Motor Company in regards to the establishment of a PA 210 Tax Abatement District, PA 146 OPRA Tax Abatement District, NEZ Rehabilitation Tax Abatement District and Renaissance Zone Tax Abatement District respectively.

Should you have any additional questions in this regard, please contact the offices of the Legislative Policy Division directly.



David Whitaker, Esq., Director, Legislative Policy Division

George Etheridge, City Planner

Attachments

Cc:

Arthur Jemison, Chief of Services and Infrastructure
Maurice Cox, Director, PDD
David Bell, Director, BSEED
Lawrence Garcia, Corp. Counsel, Law Department
Matt Walters, JET
Hon. Mike Duggan, Mayor's Office



Ford Corktown Investment and Michigan Central Station Renovation
COMMUNITY BENEFITS REPORT

CITY OF DETROIT
PLANNING AND DEVELOPMENT DEPARTMENT
MAURICE COX – DIRECTOR OF PLANNING

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	APPENDIX
1	Community Benefits Ordinance No. 35-16
2	Legal Meeting Notice and Public Meeting Flyer
3	NAC Meeting Schedule
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Section A.

NOTICE OF PUBLIC MEETING AND IMPACT AREA

A. NOTICE OF PUBLIC MEETING AND IMPACT AREA

The first public meeting for the Michigan Central Station Development was held on July 16, 2018 at Detroit Police Athletic League (PAL) at 1680 Michigan Ave at 6:00pm.

The notice that is attached to this report was mailed to approximately 2,000 residents within and near Census Tract 5214 – the impact area.¹ One-hundred seventy (170) people were recorded as attending the first meeting.

Public Notice of the first meeting (as required by law) was mailed out to neighbors by the City Clerk's office on June 29th 2018, via a flyer developed in the Planning & Development Department. There was also assistance in community outreach from the office of District 6 Council Member Raquel Castañeda-López, Council President Brenda Jones, and At-Large Council Member Janeé Ayers.

The Planning and Development Department updated the CBO website (www.detroitmi.gov/cbo) with the Michigan Central Station development posted. Notice was sent to the NAC and representatives of the City Council, LPD, and the DON.²

Subsequent NAC meetings were held on July 30 2018, August 14 2018, August 27 2018, September 10 2018, September 14 2018, September 17 2018, and September 24 2018.³

All presentations and project materials are available to the public on a Dropbox. The link is posted at [www.detroitmi.gov/cbo](https://www.dropbox.com/sh/z6v5g046nx2sobv/AABHf7sB3W8wgsY5ilSwIfv7a?dl=0) and is as follows:

<https://www.dropbox.com/sh/z6v5g046nx2sobv/AABHf7sB3W8wgsY5ilSwIfv7a?dl=0>

¹ See Figure 1 – Impact Area (map on following page)

² See APPENDIX 02 - Legal Meeting Notice and Public Meeting Flyer

³ See APPENDIX 03 & APPENDIX 04 – Meeting Schedule and Meeting Recaps



Figure 1: Impact Area

Section B.

**NEIGHBORHOOD ADVISORY COUNCIL
DEVELOPER
CITY OFFICIALS**

B. NEIGHBORHOOD ADVISORY COUNCIL (NAC)

<u>Neighborhood Advisory Council Member</u>	<u>Appointment by:</u>
Heather McKeon	Impact Area Resident Selection
Jerry Paffendorf	Impact Area Resident Selection
David Esparza	PDD Dir. Maurice Cox
Nicole Rittenouer	PDD Dir. Maurice Cox
Mike Ransom	PDD Dir. Maurice Cox
Ken Jameson	PDD Dir. Maurice Cox
Robin Ussery	District 6 Council Member Raquel Castañeda-López
Sheila Cockrel	Council Member At-Large Janeé Ayers
Aliyah Sabree	Council President Brenda Jones

Ford Team

- Richard Bardelli, Ford Land
- Mary Culler, Governmental Affairs
- Gabby Bruno, Governmental Affairs
- Kelli P. Murphy, Office of Tax Counsel
- Shawn H. Wilson, Ford Fund
- Aniela Kuzon, City of Tomorrow Challenge

City of Detroit Officials

Planning and Development: Maurice D. Cox, R. Steven Lewis, Karen Gage

Department of Neighborhoods: Vince Keenan

Legislative Policy Division Representative (CPC): George Etheridge

City Council: Raquel Castañeda-López – District 6 Council Member, Janeé Ayers – At-Large Council Member, Brenda Jones – Council President

Detroit Economic Development Corporation

Director of Real Estate and Financial Services: Sarah Pavelko

Section C.

PROJECT IMPACTS / REQUEST FROM NAC

MICHIGAN CENTRAL STATION
FORD NEIGHBORHOOD ADVISORY COUNCIL (NAC)

COMMUNITY IMPACT REPORT

PRESENTED TO
FORD MOTOR COMPANY
ON
SEPTEMBER 16, 2018

NEIGHBORHOOD ADVISORY COUNCIL
IN ALPHA ORDER

SHELIA COCKREL
DAVID ESPARZA
KEN JAMISON
HEATHER McKEON
JERRY PAFFENDORF
MIKE RANSOM
NICOLE RITTENOUR
ALIYAH SABREE
ROBYN USSERY
MSGR. CHARLES KOSANKE (ALTERNATE)

*This is a compilation of Impact Issues offered by individual
NAC members for response by the Developer.*

\$5M INVESTMENT IN STRATEGIC NEIGHBORHOOD FUND
In order to maintain naturally occurring affordable housing, a program will be established to provide rent subsidy for people who have been renters in the Impact Zone prior to the announcement of Ford Project for a 5-year period.
A program to subsidize Property tax payments for long-time owner-occupied homes. Long time owners being defined as having lived in the house for 15 years or more.
A Single-family home repair grant program available to residents to improve their property new owners and new developments take place in the Impact Zone.
A small business rental subsidy program for businesses in the Impact Zone to ensure that the current character of the retail experience is maintained.
A small business facade improvement grant program for businesses in the Impact Zone to upgrade their building to maintain their long-term viability in the changing neighborhood.
An Impact Zone Parks Initiative
Improvements to Stanton Park in Hubbard Richard in the amount of \$200,000.
The addition of a bay of swings in Nagel for \$60,000.

Improvements to Muiliett Park including a picnic pavilion, soccer goals & nets, shade trees, fence improvements, drinking fountain & playground equipment.

Creation of a Bird Habitat in North Corktown with the Ford Investment leveraging the National Geographic and Audubon Society investment in the Recreation Department Initiative to create 5 Bird Habitats in parks throughout the City.

An initial investment in the Roosevelt Park restoration including funding a Recreation Department FTE for a 3-year period to manage a robust community engagement and Stage 1 implementation of the Roosevelt Park restoration to ensure that all residents of the Impact Area have a voice in the Roosevelt Park restoration and Phase 1 Implementation in the amount of \$285,000.

\$5M Investment in Affordable Housing Leverage Fund

To maintain the Victor Attar Apartments on Porter Street as Affordable Housing and Clement Kern Gardens, as needed

To assist in the preservation of existing affordable housing throughout the Impact Zone and build additional units

A contribution to the Detroit Affordable Housing Development and Preservation Fund for use in the Impact Zone

\$5M Education and Workforce Training and Miscellaneous

A Scholarship program for Impact Zone students and adults for advanced technical school education as well as scholarships to colleges.

A Ford contribution to the Golightly Tech and Innovation School.
If childcare (daycare/summer care) or a school is provided to Ford Employees at the site, provide % of slots also to Impact Area Residents.
Offer Paid Internships to Impact Area (IA) college students, and mentor program for IA high school students.
. Creation of a local "hiring hall" with an established entry point for Impact Area residents to apply for Ford job openings and to be referred to job training resources as needed. This hiring hall can be both a virtual site and a physical site within the neighborhood (i.e. within MCS or the FREC, or hosted within a local nonprofit). Ideally, we would like to see Ford commit to hiring a certain number of Impact Area residents and/or agreeing to give Impact Area residents' job applications a "first review" before considering applicants from elsewhere.
\$12M Community-Controlled Grant Fund \$12,000,000 (\$12 million) will be placed in a Grant Fund to be spent on benefits decided upon over time (with a 10-year suggestion) through a resident-controlled process. The fund will be managed by a professional and accountable third-party chosen by the community to assure proper accounting transparency and disbursement. The first allowable uses and spirit of the decision-making process are detailed below and in the attached document detailing all of the input we received from the community.
The three major neighborhoods that fall within the impact area are Corktown, North Corktown, and Hubbard-Richard. Accordingly, the decision-making process for the fund should be controlled by a resident-driven organization representing each of these three neighborhoods. Questions about how to potentially extend the impact area to encompass adjacent neighborhoods will be addressed by this body.
\$12M Community-Controlled Permanent Fund

\$12,000,000 (\$12 million) will be placed in a Permanent Fund for community benefits designed to never end, and only to grow. Money in this fund will be lent and returned, and the fund will grow over time through a combination of interest earned on the principle, additional contributions from third-parties (individuals, businesses, and organizations who choose to add to it), and from Ford as its new mobility inventions become profitable. The fund will be managed by a professional and accountable third-party chosen by the community to assure proper accounting, transparency, disbursement, collection, and growth. The first allowable uses and spirit of control over the fund are detailed below.

The three major neighborhoods that fall within the impact area are Corktown, North Corktown, and Hubbard-Richard. Accordingly, the decision-making process for the fund should be controlled a resident-driven organization representing each of these three neighborhoods. Questions about how to potentially extend the impact area to encompass adjacent neighborhoods will be addressed by this body.

- Residents that currently rent property within the impact area may apply for financial assistance to become property owners within the impact area in the form of low-interest loans and support in receiving mortgages from third-party lenders.
- Property owners within the impact area may apply for loans to make necessary renovations to their properties, including installing solar or other renewable energy systems.
- Businesses owners and aspiring business owners within the impact area may apply for loans to help open or expand their businesses; independent business owners seeking to move to the area may also be eligible, but chains are not
- Developers providing or building new affordable housing within the impact area may apply for loans.
- Property owners struggling with property taxes or drainage fees may apply for loans to avoid foreclosure.
- Other loan activities may be considered acceptable if voted on by the NAC.

Mobility Agreement
Ford agrees to communicate its intended mobility experiments in the neighborhood, including automated vehicles and vehicle sharing, and to offer opportunities for feedback and first-access to pilot programs designed at the Corktown campus. The impact area wants the opportunity to try something first, or to say it doesn't want to try something.
Benefits and agreements that are provided directly by Ford
Ford agrees to recognize the NAC as an official decision-making council and to meet on a regular basis for at least the next 10 years (the governance of which is outlined below in section 4).
<ul style="list-style-type: none">▪ Ford agrees to communicate its intended mobility experiments in the neighborhood, including automated vehicles and vehicle sharing, and to offer opportunities for feedback and first-access to pilot programs designed at the Corktown campus (the impact area wants the opportunity to try something first, or to say it doesn't want to try something).▪ Ford will assess the ability to save the John L Warren House that was built in approximately 1870 (making it one of the oldest houses in Corktown and in the city as a whole), that was originally occupied by a co-founder of the Detroit Institute of Arts, and that exists inside of the Lincoln Brass Factory that it plans to demolish and build over. If the house is found to not be contaminated, Ford will either deconstruct and salvage its materials, build around the house, or move the house to a new location. See http://corktownhistory.blogspot.com/2011/12/buried-treasure.html for history on and images of the house
Agreements on the future governance of the NAC, its relationship with Ford, and its guidance of the funds

This is a for-example scenario to illustrate what a future NAC might look like: The NAC consists of 9 members and 1 alternate, 2 of which were elected and 8 of which were appointed by City Council and the Planning Department. Moving forward the NAC will consist of 9 members with 6 members appointed by the Corktown, North Corktown, and Hubbard-Richard community organizations (each choosing 2), and 3 members selected by a combination of City Council and the Planning Department. The neighborhood organizations can choose to have a popular vote in whatever format they wish. Elections and appointments will happen on an annual basis starting in January of 2019. The original NAC will serve until then to help the process transition. Original NAC members can run again if they choose. NAC members appointed by the City Council or Planning Department will be term limited to one year unless they are voted in. The NAC will relate community concerns to Ford and vice versa, and will be responsible for directing the annual expenditure of the Grant Fund within the benefit areas outline in section 1. Expenditures will be agreed upon if they receive a 5-4 vote. The NAC will not directly receive applications or make decisions about the loans coming out of the Permanent Fund, which will be managed by a trusted third-party chosen by the NAC, but it will monitor the kinds of loans being given and the success of their repayment as well as the overall growth of the fund. Allowable uses of the Permanent Fund can be edited, removed, or added to by a 7-2 vote of the NAC, including voting to change who manages and administers the loans. The NAC cannot vote to spend down the principal in the fund as its foundational intent is to survive into the future, even if Ford were to leave and the train station was to go empty again 100 years in the future.

Additional "Asks" and "Questions"

Develop formal relationship between Ford Security and Detroit Police Department in the model of WSU/DPD.

Allot small, permanent community space in Michigan Central Station available to the community for gathering, information sharing and posting. Fund one full-time community liaison position for 10 years.

Commit to the master planning of Corktown campus including traffic calming and pedestrian re-orientation of Michigan Avenue. (Dedicate Funds?)

Provide walkable and bikeable connectors between the three impact areas leading to Michigan Ave and the Ford campus. The far Northwest and far Southwest sectors of the impact areas should not be overlooked.

Provide a community liaison between Ford security, city and state police, and other law enforcement that will encourage and foster healthy and safe interactions and relationships between all community members, visitors, employees, and law enforcement.

Commit that employees working out of the Corktown Campus will pay Detroit City Income Tax.

Commit to no additional surface parking lots. And if existing surface parking lots are put back into use, commit to bring them up to current City Zoning Landscaping Requirements.

Commit to 10% of new retail to be community-serving. Pharmacy, food mart, daycare, bakery, branch library,

Commit to retail facing streets in new parking garages. In general, commit to a creating pedestrian-friendly access to their "campus" from North Corktown & Hubbard Richard.

Provide a public transportation loop within the impact area to allow for easier mobility from the adjacent communities to Michigan Ave.

Commit to future community involvement with the overall design of both parking structures. Community concern with overall height of the parking structure located behind the train station. Community input shows desire for first floor retail at parking structure off of Rosa Parks.

Commitment of Ford to provide a certain number of parking spaces within the parking garage as open to the public for use at any time.

Light Pollution is a great concern throughout the city specifically looking at building downtown. The community should be shown the exterior lighting plans of all sites and building within this agreement for final review and approval. All sites to adhere to current codes and allowances

Question - City Infrastructure updates that will be required to make the development buildings operable, who bears the burden of the cost of those infrastructure updates. It is the tax payers or the developers?

Ford to provide Wireless mesh internet to the total impact area

Consideration of work on the pedestrian bridge/ additional connections to Michigan Ave from the far northwest end of the impact area to remain.

Would Ford be willing to work with Detroit Planning and Development and DDOT/MDOT to connect the West end of North Corktown with the West End of the Corktown Ford Campus by repairing, rehabbing, redirecting the 17th street pedestrian overpass?

Review and participation in the Ford Master Planning Process in Corktown/Adiacent Communities

Will Ford help in improving the United States Postal Service operation on 14th Street and or relocating it.

Will Ford help in improving the Detroit Public Works site on Michigan Avenue.

Will Ford help in improving the former and vacant Southwest Detroit Hospital building.

Can Ford request that the Michigan Department of Transportation (MDOT) invest in making the required improvements to accommodate the increased service on the adjacent I-75/I-96 and Lodge Freeways.

Will Ford include and subject all future acquisitions/holdings to this Community Benefits Agreement.

Can Ford help in identifying the future location of the new DTE Corktown Substation along with requiring community participation in its Site Plan and Design approval.

Can Ford actively support and contribute to a fund responding to the Homelessness concerns and conditions.

Will Ford's new construction and renovation projects be LEED (Leadership in Energy and Environmental Design) certified.

Will Ford review with the Community all Site Plan submissions to the City of Detroit prior to filling

~

Will Ford review with the Community all Environmental Protection Plans (EPP) prior to engaging a Contractor for the work.

Can Ford commit to funding Public Art on their sites at 1% of construction or renovations costs.

Can Ford patronize local businesses during and after construction (i.e. Brooks Lumber, etc.).

Will Ford allow the Community to participate in the review and development of a Traffic Engineering Study.

Can Ford consider our neighbor Wayne County Community College on Fort Street as an educational and training resource.

Will Ford support the continuing interface with the Ford Corktown NAC.

See the entire list of collected community input and Asks at https://docs.google.com/spreadsheets/d/1yMnAFg_YUOjuRZYwcQuIHk1DOLfHpk3a-IOkLPqtvQ/edit

CONSTRUCTION, NOISE AND OTHER MITIGATION MATTERS

Retain a detailed and written soil sampling protocol that monitors for hazards within the land in and adjacent to demolition and construction areas. (This is not limited to the Brass Factory but should be addressed for all properties) The written protocol and associated test results will be made available to the public.

Publish Ford's Environmental Protection Plan (EPP) and make that report accessible and available to the public.

Develop a City approved traffic control plan that will be made accessible and available to the public. (during and post construction.)

Publish listing of the regulated building materials prior to demolition and make that report accessible and available to the public.

Share their data showing what Baseline levels Ford has established in its efforts to monitor environmental contaminants in the air, water, and soil. The written report shall be made accessible and available to the public.

Provide a telephone hotline for residents and an online portal to file complaints re: the various construction project

Publish listing of the regulated building materials prior to demolition and make that report accessible and available to the public.

Commitment that construction hours will be 7 am to 7 pm. Residents need 7 day notice if overtime or weekend work is schedule. Monthly construction updates meetings. Commitment to a 48 hour response time to concerns posted on website, email or phone call is address.

Commitment that construction works will not be parking in the city streets and all parking of trades will be on Ford lots.

Security cameras, fencing, patrol etc will be placed on all staging and construction storage areas.

Establishment of an online portal with project updates and other pertinent information during construction (i.e. traffic changes and temporary street closures).

Disclaimer : This Document is a working draft with contributions from all NAC members.

Section D.

APPROVED COMMUNITY BENEFITS PROPOSAL

CREATING TOMORROW TOGETHER

FORD COMMUNITY BENEFITS PROPOSAL

Ford's significant investment of over \$700 million in a Corktown campus will bring 5,000 jobs to Detroit and revitalize one of the City's greatest historic assets, Michigan Central Station. Ford's investment will make Detroit the center of the future of mobility. In addition, by leveraging available incentives, the development of the long vacant Michigan Central Station will generate \$300 million of new tax revenue for the City of Detroit.

Ford Motor Company was built on the belief that freedom of movement drives human progress. It is a belief that has always fueled our passion to create great cars and trucks, a thriving workplace and a commitment to the communities in which we do business.

The Corktown community is a critical partner in our vision as we create an innovation hub for the future of transportation and we make a commitment to join the community as a neighbor for many years to come. Ford is excited about the opportunity to continue to work to make people's lives better, and we believe that with other partners and the community, we can build tomorrow together.

Under Detroit's Community Benefits Ordinance, Ford proposes the following community benefits and construction impact mitigation to the Neighborhood Advisory Council. These benefits both respond to the community's requests and build on Ford's values which include putting people first, equity, inclusiveness, and innovation. These investments complement our already \$14+ million annual support from Ford's philanthropic arm, the Ford Fund, to Detroit.

Summary

Ford will invest in key programs that meet the needs of Corktown and Southwest Detroit such as the Strategic Neighborhood Core City Fund, the Affordable Housing Leveraging Fund and Workforce Training and Development. With an initial commitment of \$10 million, the funds provided by Ford will leverage other available public and private resources for a total investment of \$22.5 million.



SPECIFICALLY, FORD'S INVESTMENT IN THE COMMUNITY WILL INCLUDE THE FOLLOWING FUNDING AND WILL ACCOMPLISH THE FOLLOWING GOALS:

Create and protect affordable housing in the impact area to help existing residents

- \$2.5 million to the Affordable Housing Leveraging Fund to
 - Preserve and/or create approximately 200 new units of affordable housing in impact area.



Support neighborhood development

- \$2.5 million to the Strategic Neighborhood Core City Fund for
 - Neighborhood park improvements, to be determined through the neighborhood planning process.
 - Streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process.
 - Financial support to help income eligible homeowners secure 0% home repair loans and help eligible seniors secure emergency home repair grants.
 - Financial support for a façade improvement program for impact area businesses through Motor City Restore.
 - Set aside portion for a community advised fund.

Ensure impact area residents have increased access to training and job opportunities

- \$5 million for workforce training, education and development.
 - \$1 million to Golightly to help train both adult and youth for emerging technology jobs.
 - \$1 million to Grow Detroit Young Talent.
 - \$1 million to support other training programs for in demand skilled trades jobs through Detroit at Work.
 - \$2 million in funds to be invested in: workforce development programs; scholarships and programs for impact area youth pursuing careers in STEAM; entrepreneurship and other community programs to be decided upon with community input.
- Create a local hiring hall, an established entry point for Detroit residents with priority to impact area residents to apply for Ford job openings and to be referred to job training resources as needed. This location will be identified at a later date.

FORD IS ALSO PROPOSING A NUMBER OF ADDITIONAL COMMUNITY BENEFITS FOR THE IMPACT AREA:

Ensure impact area businesses are not displaced and that all new retail and services are accessible to the community

- Ford will provide a path for inclusion for small local businesses in its development.
- Ford will participate in Motor City Match and other neighborhood economic development funding tools.
- Ford commits to ensuring all retail and services, such as child care facilities, that are within Ford buildings will be available to the public.
- Ford will take into account a retail gap analysis being conducted that will balance Ford and community needs.
- Ford will patronize local businesses during construction and encourage employees to patronize local businesses following completion of the development.

Continue community engagement for as long as Ford is in the neighborhood

- Ford will develop a communications center near MCS that will be open to the public for easy access to project information and other community programming. The goal of the center is to ensure open communication throughout the project's construction.
- Ford commits to continue with community engagement for as long as Ford is in the neighborhood. Additionally, the City of Detroit has an enforcement committee that will meet for the duration of the time period identified in the Community Benefits Provision and will inform and include the NAC in this enforcement process.
- Ford commits to participating in the City of Detroit's Greater Corktown neighborhood planning process.
- Ford will submit all site plans through the standard planning review process, which includes City of Detroit Planning and Development and Buildings, Safety Engineering and Environmental Department review. Ford will provide a courtesy presentation of the Brass Factory new construction development at the local Historic District Commission public meeting.
- Ford will review with the community Environmental Protection Plans (EPP).



Engage impact area residents in mobility planning and development

- Ford commits to engaging the community on mobility pilot projects located in the area.
- Ford will launch a mobility challenge to study the community's mobility needs and provide financial support for ideas that emerge from this process.
- Ford will support the May Creek project by allowing necessary access over Ford owned land to connect Corktown to the riverfront and provide additional walking and biking options for the community.
- Ford will allow the community to participate in the review and development of a Traffic Engineering Study through the city's neighborhood planning process.
- Ford will request that the Michigan Department of Transportation (MDOT) invest in making the required improvements to accommodate the increased service on area roads and freeways, such as Michigan Avenue and the adjacent I-75/I-96 and Lodge Freeways.



Commit to additional benefits requested by the community

- Ford will commit to establish security options that work best for the impact area, and is working with the City of Detroit to facilitate this process.
- Ford will explore community space for gathering, information sharing and posting in the development as part of their master planning effort.
- Ford will commit that employees working out of the Detroit campus will pay Detroit city income tax in accordance with applicable laws.
- Ford commits to minimizing obstruction of view of Michigan Central Station and to build aesthetically pleasing structures applicable to the City's planning and zoning laws.
- Ford will commit to ensuring all sites adhere to current codes and allowances for light pollution, and will share exterior light plans for the development.
- Ford will work with DTE Energy and the City of Detroit to identify the future location of the new DTE Corktown Substation.
- Ford's Brass Factory, Michigan Central Station and Book Depository will include innovative sustainability principles.
- Ford will support the creation of a bird habitat within the impact area, working with the City's General Services Department, National Geographic and Audubon Society to push this initiative forward.

Mitigate construction impacts of the development

- Ford commits to establish an online portal with project updates and other pertinent information during construction, such as traffic changes and temporary street closures.
- Ford commits to publishing the Environmental Protection Plan (EPP) and make that report accessible and available to the public.
- Ford will work with MDOT and the City of Detroit to develop a traffic control plan, during and post construction, that will be made accessible and available to the public.
- Ford commits to publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.
- Ford commits to provide a telephone hotline for residents and an online portal to file complaints regarding the various construction projects.
- Ford commits that normal construction hours will be between 7 am and 7 pm.
- Ford commits to advance notice if overtime or weekend work is scheduled.
- Ford commits to construction update meetings.
- Ford commits to a 48-hour response time to submitted complaints and concerns.
- Ford commits to ensuring that it provides enough parking on Ford lots for its construction workers.
- Ford commits to security cameras, fencing, patrol and other measures for all staging and construction storage areas.



The Ford Neighborhood Advisory Council Est. 2018
2020 14th Street, Detroit, MI 48216

September 27, 2018

TO BE REPLACED

Arthur Jemison
Chief of Services and Infrastructure
City of Detroit
2 Woodward, Suite 1100
Detroit, MI 48226

Re: Neighborhood Advisory Council Letter of Support for the Ford Community Benefits Proposal

Mr. Jemison:

The Ford Neighborhood Advisory Council (the "NAC") was established on Tuesday, August 14, 2018 for the purpose of participating in the Community Benefits Process, as required by the Detroit Community Benefits Ordinance. As part of the Community Benefits Process, the NAC meet with Ford Motor Company, City staff, and members of the public to better understand Ford Motor Company's proposed Corktown investment project, hear community concerns, and ultimately provide a list of concerns to the development team.

Ford Motor Company has acquired the iconic Michigan Central Station and plans to transform it into the centerpiece of a vibrant innovation hub for the future of transportation. This hub will provide an opportunity for Ford and its partners to work on autonomous and electric vehicles and design urban mobility solutions. Ford Motor Company's Tier 1 Development Project (the "Project") will include the development of 1.2 million square feet of office, retail, parking, and residential space to be housed in new and existing buildings within the Corktown neighborhood.

The NAC is pleased to offer this letter of support to confirm the attached "Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018" document accurately reflects our understanding of the agreed upon community benefits to be included in the development agreement for this project.

The NAC supports this package with the commitment that a \$750,000 "participatory budgeting" allocation of Ford's Strategic Neighborhood Fund donation (\$1.5 million) will be placed into a fund managed by a to be named independent fiduciary. This fund will grow over time from interest proceeds and from voluntary contributions by individuals, businesses, and organizations who care to donate to the fund, and the original principal will be preserved. Proposals for grants from the fund will be submitted by community organizations within the impact area, who will be kept informed about the size of the fund and how much of it is available for grants in a given year. The chosen fiduciary will allocate grants to winning projects on an annual basis through a participatory process to be determined with the input and feedback of the community. Further, the NAC supports this package with the commitment from the Ford Motor Company to continue engagement with the NAC, Impact Area residents, and the broader community for as long as the Company is in the neighborhood, even though the formed community benefits proposal development process has come to an end.

The Ford Neighborhood Advisory Council Est. 2018
2020 14th Street, Detroit, MI 48216

The NAC actively engaged the public throughout this process to solicit community feedback about the Project via Facebook, email, conversations with residents, community surveys, and public community meetings. The purpose of this engagement was to develop an informed Community Benefits proposal that best represents our understanding of community needs. As a result, the Ford Neighborhood Advisory Committee provided the Community Impacts matrix to Ford Motor Company and City of Detroit staff on September 16, 2018. This document was reviewed with the public on at the Community Benefit Public Meeting #7, held on Monday, September 17, 2018, from 6:00pm to 8:00pm at IBEW on 1358 Abbott St.

At the Community Benefit Public Meeting #8, held on Monday, September 24, 2018, at IBEW, the NAC met with Ford Motor Company, City staff, and members of the public to review the Ford Motor Company Community Benefits Proposal, Ford's response to the NAC Community Impact matrix. After reviewing the proposal and public comment the NAC voted unanimously to support Ford Motor Company Community Benefits Proposal.

The NAC welcomes Ford Motor Company to Corktown and looks forward to working with members of the City's administration and the Ford Motor Company team to create a stronger community for all.

Sincerely,

The Ford Neighborhood Advisory Council

TO BE REPLACED

Sheila Cockrel

David Esparza

Ken Jameson

Heather McKeon

Jerry Paffendorf

Mike Ransom

Nicole Rittenouer

Aliyah Sabree

Robin Ussery

cc: M. Cox, Planning & Development Department
R. Bardelli, Ford Motor Company
M. Todd, City Planning Commission

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
\$5M Investment In Affordable Housing Leverage Fund	Ford will invest \$2.5M dollars to the Affordable Housing Fund, which will leverage a number of investments as described below	City of Detroit will explain what dollars can and can not be used for the requests made below.
To maintain the Victor Atter Apartments on Porter Street as Affordable Housing and Clement Kern Gardens, as needed	The Ford investment of \$2.5M to the affordable housing leverage fund could address this concern.	The City will work with the community to direct funding contributed by Ford to developments in the impact area to prevent displacement of renter populations.
To assist in the preservation of existing affordable housing throughout the Impact Zone and build additional units	The Ford investment of \$2.5M to the affordable housing leverage fund could address this concern.	The City will work with the community to direct funding contributed by Ford to developments in the impact area to prevent displacement of renter populations.
A contribution to the Detroit Affordable Housing Development and Preservation Fund for use in the Impact Zone	The Ford investment of \$2.5M to the affordable housing leverage fund could address this concern.	The City will work with the community to direct funding contributed by Ford to developments in the impact area to prevent displacement of renter populations.
In order to maintain naturally occurring affordable housing, a program will be established to provide rent subsidy for people who have been renters in the Impact Zone prior to the announcement of Ford Project for a 5-year period.	This issue will be addressed by an investment made to the Affordable Housing Leverage Fund, and has been copied below for further explanation.	See below. The donation into the Affordable Housing Fund will preserve and/or create approximately 200 new units of affordable housing in impact area.
Businesses owners and aspiring business owners within the impact area may apply for loans to help open or expand their businesses; independent business owners seeking to move to the area may also be eligible, but chains are not	This will be available from the Affordable Housing Leverage Fund or Strategic Neighborhood Fund and other approaches which Ford is proposing. Ford has requested that its funding be designated for use in the Impact Area.	
Developers providing or building new affordable housing within the impact area may apply for loans.	This will be available from the Affordable Housing Leverage Fund or Strategic Neighborhood Fund and other approaches which Ford is proposing. Ford has requested that its funding be designated for use in the Impact Area.	The City of Detroit will support the preservation of existing affordable housing in this community and will support the creation of new affordable units throughout the impact area.
Property owners struggling with property taxes or drainage fees may apply for loans to avoid foreclosure.	The City of Detroit has indicated they have tools to address these concerns. Ford is not able to provide a fund for this purpose.	City will provide education around these rules programs. See link http://www.detroitmi.gov/Portals/0/docs/HousingAndRev/2018/Residential%20Loan%20and%20Assistance%20Programs_May2018.pdf?ver=2018-05-08-143305-743
Other loan activities may be considered acceptable if voted on by the NAC.	This type of program may be available from the Affordable Housing Leverage Fund or Strategic Neighborhood Fund and other approaches which Ford is proposing. Ford has requested that its funding be designated for use in the Impact Area.	As an alternative, a \$750,000 "participatory budgeting" allocation of the Strategic Neighborhood Fund \$2.5 million donation (mentioned in the next section) will be placed into a fund managed by a to be named fiduciary. This fund will grow over time from interest proceeds and from voluntary contributions by individuals, businesses, and organizations who care to donate to the fund, and the original principal will be preserved. Proposals for grants from the fund will be submitted by community organizations within the impact area, who will be kept informed about the size of the fund and how much of it is available for grants in a given year. The chosen fiduciary will allocate grants to winning projects on an annual basis through a participatory process to be determined with the input and feedback of the community.
Can Ford actively support and contribute to a fund responding to the Homelessness concerns and conditions.	The Ford investment of \$2.5M to the affordable housing leverage fund could address this concern.	The City of Detroit's Housing and Revitalization Department also offers homelessness services http://www.detroitmi.gov/Government/Departments-and-Agencies/Housing-and-Revitalization/For-Residents#hcd_homelessness

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
\$5M INVESTMENT IN STRATEGIC NEIGHBORHOOD FUND	Ford will Invest \$2.5M dollars to the Strategic Neighborhood Core City Fund, which will leverage a number of Investments as described below	City of Detroit will explain what dollars can and can not be used for the requests made below.
A small business rental subsidy program for businesses in the Impact Zone to ensure that the current character of the retail experience is maintained.	Ford will provide a path for inclusion for small local businesses within its development and will participate in Motor City Match and other neighborhood-led economic development funding tools to support the existing retail experience.	As part of its ongoing Motor City Match program, the DEGC and the City commits to link local entrepreneurs to Ford and to locations within the impact area.
A small business façade improvement grant program for businesses in the Impact Zone to upgrade their building to maintain their long-term viability in the changing neighborhood.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a small façade improvement through Motor City Restore.	As part of its ongoing Motor City Restore program, the DEGC and the City commit to working with Impact area businesses to compete for façade grants.
An Impact Zone Parks Initiative	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a neighborhood parks initiative. A portion of Ford's funding will be set aside for a community advised fund.	The City will serve as a partner to Ford to ensure that the community stays engaged around parks investments to ensure that they meet the expectations of residents in impact area as part of the Strategic Neighborhood Core City Fund investment.
Improvements to Stanton Park in Hubbard Richard in the amount of \$200,000.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a neighborhood parks initiative.	The City will serve as a partner to Ford to ensure that the community stays engaged around parks investments to ensure that they meet the expectations of residents in impact area as part of the Strategic Neighborhood Core City Fund investment.
The addition of a bay of swings in Nagel for \$80,000.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a neighborhood parks initiative.	The City will serve as a partner to Ford to ensure that the community stays engaged around parks investments to ensure that they meet the expectations of residents in impact area as part of the Strategic Neighborhood Core City Fund investment.
Improvements to Mullett Park including a picnic pavilion, soccer goals & nets, shade trees, fence improvements, drinking fountain & playground equipment.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a neighborhood parks initiative.	The City will serve as a partner to Ford to ensure that the community stays engaged around parks investments to ensure that they meet the expectations of residents in impact area as part of the Strategic Neighborhood Core City Fund investment.
An initial investment in the Roosevelt Park restoration including funding a Recreation Department FTE for a 3-year period to manage a robust community engagement and Stage 1 implementation of the Roosevelt Park restoration to ensure that all residents of the Impact Area have a voice in the Roosevelt Park restoration and Phase 1 implementation in the amount of \$285,000.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to back a neighborhood parks initiative. A portion of Ford's funding will be set aside for a community advised fund.	The City will determine the highest and best uses of Ford investments towards parks through the upcoming strategic framework planning process launching this fall.
A single-family home repair grant program available to residents to improve their property new owners and new developments take place in the Impact Zone.	Ford's commitment to the Strategic Neighborhood Core City Fund will provide financial support to this type of City initiative. Ford's funding will provide financial support to help income eligible homeowners secure 0% home repair loans and help eligible seniors secure emergency home repair grants.	The City will work with the community to direct funding contributed by Ford to existing a home repair grant/loan program to address single family issues

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Commit to the master planning of Corktown campus including traffic calming and pedestrian re-orientation of Michigan Avenue. (Dedicate Funds?)	Ford is committed to participating in the City's Greater Corktown planning process. In addition Ford will work with MDOT and city to try to secure Michigan Ave improvements, including more pedestrian crossings and improved signals and work to develop a traffic control plan (during and post construction) that will be made available to the public. Ford investment to the Strategic Neighborhood Core Cities Fund can support streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process.	The City will be conducting a master planning process for the Corktown community and the surrounding area, to address capital improvement needs, zoning, traffic studies, housing needs, etc.

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
\$12M Community-Controlled Permanent Fund		
\$12,000,000 (\$12 million) will be placed in a Permanent Fund for community benefits designed to never end, and only to grow. Money in this fund will be lent and returned, and the fund will grow over time through a combination of interest earned on the principle, additional contributions from third-parties (individuals, businesses, and organizations who choose to add to it), and from Ford as its new mobility inventions become profitable. The fund will be managed by a professional and accountable third-party chosen by the community to assure proper accounting, transparency, disbursement, collection, and growth. The first allowable uses and split of control over the fund are detailed below.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	A \$750,000 "participatory budgeting" allocation of the above mentioned] Strategic Neighborhood Fund donation (\$2.5 million) will be placed into a fund managed by a to be named fiduciary. This fund will grow over time from interest proceeds and from voluntary contributions by individuals, businesses, and organizations who care to donate to the fund, and the original principal will be preserved. Proposals for grants from the fund will be submitted by community organizations within the impact area, who will be kept informed about the size of the fund and how much of it is available for grants in a given year. The chosen fiduciary will allocate grants to winning projects on an annual basis through a participatory process to be determined with the input and feedback of the community.
The three major neighborhoods that fall within the impact area are Corktown, North Corktown, and Hubbard-Richard. Accordingly, the decision-making process for the fund should be controlled a resident-driven organization representing each of these three neighborhoods. Questions about how to potentially extend the impact area to encompass adjacent neighborhoods will be addressed by this body.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	See above
\$12M Community-Controlled Grant Fund		
\$12,000,000 (\$12 million) will be placed in a Grant Fund to be spent on benefits decided upon over time (with a 10-year suggestion) through a resident-controlled process. The fund will be managed by a professional and accountable third-party chosen by the community to assure proper accounting, transparency, and disbursement. The first allowable uses and split of the decision-making process are detailed below and in the attached document detailing all of the input we received from the community.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	A \$750,000 "participatory budgeting" allocation of the above mentioned] Strategic Neighborhood Fund donation (\$2.5 million) will be placed into a fund managed by a to be named fiduciary. This fund will grow over time from interest proceeds and from voluntary contributions by individuals, businesses, and organizations who care to donate to the fund, and the original principal will be preserved. Proposals for grants from the fund will be submitted by community organizations within the impact area, who will be kept informed about the size of the fund and how much of it is available for grants in a given year. The chosen fiduciary will allocate grants to winning projects on an annual basis through a participatory process to be determined with the input and feedback of the community.
The three major neighborhoods that fall within the impact area are Corktown, North Corktown, and Hubbard-Richard. Accordingly, the decision-making process for the fund should be controlled a resident-driven organization representing each of these three neighborhoods. Questions about how to potentially extend the impact area to encompass adjacent neighborhoods will be addressed by this body.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	See above
Residents that currently rent property within the impact area may apply for financial assistance to become property owners within the impact area in the form of low-interest loans and support in receiving mortgages from third-party lenders.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	See above
Property owners within the impact area may apply for loans to make necessary renovations to their properties, including installing solar or other renewable energy systems.	Ford will invest \$2.5M into the existing Strategic Neighborhood Fund with specific earmarking toward Impact Area uses. As separate commitment of additional \$12M toward a new fund will not be offered.	See above

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
\$6M Education and Workforce Training and Miscellaneous	Ford will invest \$6M dollars to workforce training, education and development, which will leverage a number of investments as described below	
A Ford contribution to the Golightly Tech and Innovation School.	Yes, Ford will be contributing \$1 million to the Golightly Tech and Innovation School to train both adults and youth for emerging technology jobs.	With Ford's investment, the City can provide workforce training to Detroit residents. The City's Workforce team can do outreach with residents in the Impact Zone to ensure they receive these benefits.
Creation of a local "hiring hall" with an established entry point for Impact Area residents to apply for Ford job openings and to be referred to job training resources as needed. This hiring hall can be both a virtual site and a physical site within the neighborhood (i.e. within MCS or the FREC, or hosted within a local nonprofit). Ideally, we would like to see Ford commit to hiring a certain number of Impact Area residents and/or agreeing to give Impact Area residents' job applications a "first review" before considering applicants from elsewhere.	Ford will be creating a local hiring hall to serve as an established entry point for Detroit residents to enable impact area residents to apply for Ford job openings and to be referred to job training resources as needed. The location (to be within the Impact Area) and timing will be identified by Ford at a later date.	With Ford's investment, the City can provide workforce training to Detroit residents. The City's Workforce team will provide information at the Ford "hiring hall".
A Scholarship program for Impact Zone students and adults for advanced technical school education as well as scholarships to colleges.	Ford is committing an additional \$2m specifically to be invested in programs such as workforce development, scholarships and programs for Impact Area youth pursuing careers in STEM, entrepreneurship and other community programs to be decided upon with community input.	The City of Detroit also offers Detroit Promise for resident children in the City of Detroit: the Detroit Promise, administered by the Detroit Regional Chamber, ensures that any Detroit-resident student graduating in the spring of 2018 from a high school in the city of Detroit will have a tuition-free path to an associate degree, technical certificate, or bachelors degree at any one of six participating community colleges or 17 four-year universities.
Offer Paid Internships to Impact Area (IA) college students, and mentor program for IA high school students.	To ensure access to education, training and job opportunities, Ford is making a commitment of \$1 million to Grow Detroit Young Talent.	
Can Ford consider our neighbor Wayne County Community College on Fort Street as an educational and training resource.	Yes, Ford already supports WCCC and will continue to support WCCC as a local resource. Generally, Ford is committing \$1m to support other training programs for in-demand skilled trades through Detroit at Work to address training resources.	
	All retail and service amenities in Ford owned buildings will be accessible to the public.	
A small business rental subsidy program for businesses in the Impact Zone to ensure that the current character of the retail experience is maintained.	Ford will provide a path for inclusion for small local businesses within its development and will participate in Motor City Match and other neighborhood-led economic development funding tools to support the existing retail experience.	As part of its ongoing Motor City Restore program, the DEGC and the City commit to working with impact area businesses to compete for retail grants.
If childcare (daycare/summer care) or a school is provided to Ford Employees at the site, provide % of slots also to Impact Area Residents.	Ford commits to ensuring that all retail and services, such as child care facilities, that are within Ford development will be available to the public.	
Commit to 10% of new retail to be community-serving. Pharmacy, food mart, daycare, bakery, branch library,	All retail and service amenities in Ford owned buildings will be accessible to the public. Ford will take into account a retail gap analysis to balance expected future Ford and community retail needs.	
Can Ford patronize local businesses during and after construction (i.e. Brooks Lumber, etc.).	Ford will patronize local businesses during construction and encourage employees to patronize local businesses following completion of the development.	

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Ford agrees to recognize the NAC as an official decision-making council and to meet on a regular basis for at least the next 10 years (the governance of which is outlined below in section 4).	Ford will continue with community engagement for as long as Ford is in the neighborhood. During the term of the community benefits provision, outlined in the development agreement, Ford will be subject to Community Benefits enforcement provisions of the Ordinance.	The City of Detroit has an enforcement committee that will meet for the duration of the tax incentives and will inform and include the NAC in this enforcement process.
Will Ford support the continuing interface with the Ford Corktown NAC.	Ford will continue with community engagement, including members of the Corktown NAC, for as long as Ford is in the neighborhood. During the term of the community benefits provision, Ford will be subject to Community Benefits enforcement provisions of the Ordinance.	
Review and participation in the Ford Master Planning Process in Corktown/Adjacent Communities.	Ford will continue to actively involved in the community and seek input for its development Master Plan. Examples include identifying retail needs, installation of public artwork, parking structure design, need for additional surface parking, etc. Ford specifically commits to a communications center at or near MCS that will be open to the public for easy access to project and construction information as well as other community programming.	
Will Ford review with the Community all Site Plan submissions to the City of Detroit prior to filing.	Ford will submit all site plans through the standard planning review process, which includes City of Detroit Planning and Development and Buildings, Safety Engineering and Environmental Department review. Ford will provide a courtesy presentation of the Brass Factory new construction development at the local Historic District Commission public meeting.	
Will Ford review with the Community all Environmental Protection Plans (EPP) prior to engaging a Contractor for the work.	Ford commits to publishing its Environmental Protection Plan (EPP) and make that report accessible and available to the public. Ford will also monitor and publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	
Commit to retail facing streets in new parking garages. In general, commit to creating pedestrian-friendly access to their "campus" from North Corktown & Hubbard Richard.	Ford will continue to actively involved in the community and seek input for its development Master Plan. Examples include identifying retail needs, installation of public artwork, parking structure design, need for additional surface parking, etc. Ford specifically commits to a communications center at or near MCS that will be open to the public for easy access to project and construction information as well as other community programming.	
Will Ford help in improving the United States Postal Service operation on 14th Street and/or relocating it.	Given its proximity, Ford is concerned about the condition and utilization of the 14th Street US Post Office operation	Through the City of Detroit Corktown master planning effort, the City will work to improve or relocate the UPS space on 14th street.
Will Ford help in improving the Detroit Public Works site on Michigan Avenue.	Given its proximity, Ford is concerned about the condition and utilization of DPW yard	
Will Ford help in improving the former and vacant Southwest Detroit Hospital building.	Given its proximity, Ford is concerned about the condition and utilization of the old Southwest Hospital site	

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Will Ford include and subject all future acquisitions/holdings to this Community Benefits Agreement.	Ford will abide by all existing ordinances and laws including the Community Benefits Ordinance.	
Can Ford commit to funding Public Art on their sites at 1% of construction or renovations costs.	Ford cannot commit to 1% at this time, but is open to public art on its sites	Community designed parks may include public art as an outcome

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Ford agrees to communicate its intended mobility experiments in the neighborhood, including automated vehicles and vehicle sharing, and to offer opportunities for feedback and first-access to pilot programs designed at the Corktown campus. The impact area wants the opportunity to try something first, or to say it doesn't want to try something.	Yes, Ford will commit to engaging the community on mobility pilot projects located in the area. Further, Ford will bring its City of Tomorrow Challenge to Detroit to study community mobility ideas and award funding for ideas that emerge from this process.	The City of Detroit welcomes the addition of the mobility pilot programs and will work with Ford and the community on the approvals required for these programs.
Provide walkable and bikeable connectors between the three impact areas leading to Michigan Ave and the Ford campus. The far Northwest and far Southwest sectors of the impact areas should not be overlooked.	Ford will support the May Creek project by allowing necessary access over Ford-owned land to connect Corktown to the riverfront and will support the City of Detroit master planning effort for additional walking and biking options for the community.	This will be part of the City of Detroit master planning effort for the greater Corktown neighborhood.
Provide a public transportation loop within the impact area to allow for easier mobility from the adjacent communities to Michigan Ave.	Ford will participate in the Greater Corktown neighborhood planning process including in review and development of a Traffic Engineering Study, to help address public transit and mobility concerns.	
Can Ford request that the Michigan Department of Transportation (MDOT) invest in making the required improvements to accommodate the increased service on the adjacent I-75/I-96 and Lodge Freeways.	Ford will request that MDOT invest in making required improvements to accommodate increased service on area roads and freeways, such as Michigan Ave. and the adjacent I-75/I-96 and Lodge Freeways.	
Will Ford allow the Community to participate in the review and development of a Traffic Engineering Study.	Ford will participate in the review and development of a Traffic Engineering Study through the city's neighborhood planning process	A traffic flow study of all of Corktown will be part of the City of Detroit's Master Planning process.
Consideration of work on the pedestrian bridge/ additional connections to Michigan Ave from the far northwest end of the impact area to remain.	Streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process; Ford will actively participate in Greater Corktown planning study and support initiatives through its investment in Strategic Neighborhood Core City Fund.	The City will work with MDOT through the Corktown master planning process to cause improvements to this pedestrian bridge.
Would Ford be willing to work with Detroit Planning and Development and DDOT/MDOT to connect the West End of North Corktown with the West End of the Corktown Ford Campus by repairing, rehabbing, redirecting the 17th street pedestrian overpass?	Streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process; Ford will actively participate in Greater Corktown planning study and support initiatives through its investment in Strategic Neighborhood Core City Fund.	This suggestion will be part of the City of Detroit Greater Corktown master planning process.
Develop formal relationship between Ford Security and Detroit Police Department in the model of WSU/DPD	Ford will commit to establish security options that work best for the Impact Area and is working with the City of Detroit to facilitate this process.	The City commits to support security options with DPD.
A lot small, permanent community space in Michigan Central Station available to the community for gathering, information sharing and posting. Fund one full-time community liaison position for 10 years.	Ford will explore community space for gathering, information sharing and posting in the development as part of its master planning effort.	
Provide a community liaison between Ford security, city and state police, and other law enforcement that will encourage and foster healthy and safe interactions and relationships between all community members, visitors, employees, and law enforcement.	Ford will commit to establish security options that work best for the Impact Area and is working with the City of Detroit to facilitate this process.	
Commit that employees working out of the Corktown Campus will pay Detroit City Income Tax.	Yes, employees that are part of this development will pay City of Detroit income tax.	
Commit to no additional surface parking lots. And if existing surface parking lots are put back into use, commit to bring them up to current City Zoning Landscaping Requirements.	Ford will build parking decks to assist with parking needs as part of the development. Ford commits that any surface parking lots it builds will be up to code.	

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Commit to future community involvement with the overall design of both parking structures. Community concern with overall height of the parking structure located behind the train station. Community input shows desire for first floor retail at parking structure off of Rosa Parks.	All buildings will be aesthetically pleasing and Ford will commit to minimizing the obstruction of the view of the train station. Ford will be working with the City of Detroit's Planning Department on the design of the development.	
Commitment of Ford to provide a certain number of parking spaces within the parking garage as open to the public for use at any time.	Ford's intends to build parking decks sufficient to support the office and retail requirements of the area and are expected to be available for public use.	
Light Pollution is a great concern throughout the city specifically looking at building downtown. The community should be shown the exterior lighting plans of all sites and building within this agreement for final review and approval. All sites to adhere to current codes and allowances.	Yes, Ford will commit to ensuring all sites adhere to current codes and allowances for light pollution, and will share exterior light plans for the development.	
Question - City infrastructure updates that will be required to make the development buildings operable, who bears the burden of the cost of those infrastructure updates. Is it the tax payers or the developers?	Ford will be responsible for improvements that need to be made to make the buildings that are part of the development operable and would be subject to special assessments related to city infrastructure if used to fund City infrastructure updates (e.g., sidewalks across its real estate parcels).	
Can Ford help in identifying the future location of the new DTE Corktown Substation along with requiring community participation in its Site Plan and Design approval.	Yes, Ford is working with DTE and City on to identify the location of the new DTE Corktown substation that will provide adequate service for the Ford development and other projects in the neighborhood.	Yes, the City of Detroit will be working with DTE on a new substation location that will supply sufficient power.
Will Ford's new construction and renovation projects be LEED (Leadership in Energy and Environmental Design) certified.	Ford's Brass Factory development, MCS and Book Depository will include innovative sustainability principles, which are core to Ford's guiding principles, and considered in all Ford development projects.	
Creation of a Bird Habitat in North Corktown with the Ford Investment leveraging the National Geographic and Audubon Society investment in the Recreation Department Initiative to create 5 Bird Habitats in parks throughout the City.	Ford will support in the creation of a bird habitat within the Impact Area, working with the City's General Services Department, National Geographic and Audubon Society to push this initiative forward.	
Ford will assess the ability to save the John L Warren House that was built in approximately 1870 (making it one of the oldest houses in Corktown and in the city as a whole), that was originally occupied by a co-founder of the Detroit Institute of Arts, and that exists inside of the Lincoln Brass Factory that it plans to demolish and build over. If the house is found to not be contaminated, Ford will either deconstruct and salvage its materials, build around the house, or move the house to a new location. See http://corktownhistory.blogspot.com/2011/12/buried-treasure.html for history on and images of the house.	Ford will assess the overall integrity of the Warren House and evaluate all items that can be salvaged.	
Ford to provide Wireless mesh internet to the total impact area	Ford would consider participating in a wireless mesh network does not have plans to create one.	

Ford/City Responses to Impacts as Identified by Ford Neighborhood Advisory Committee - September 26th, 2018

NAC REQUEST	Ford COMMITMENT	City of Detroit POLICY RESPONSE
Retain a detailed and written soil sampling protocol that monitors for hazards within the land in and adjacent to demolition and construction areas. (This is not limited to the Brass Factory but should be addressed for all properties) The written protocol and associated test results will be made available to the public.	Ford commits to publishing its Environmental Protection Plan (EPP) and make that report accessible and available to the public. Ford will also monitor and publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	
Publish Ford's Environmental Protection Plan (EPP) and make that report accessible and available to the public.	Ford commits to publishing its Environmental Protection Plan (EPP) and make that report accessible and available to the public. Ford will also monitor and publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	
Develop a City approved traffic control plan that will be made accessible and available to the public. (during and post construction.)	Ford will work with MDOT and the City of Detroit to develop a traffic control plan, during and post construction, that will be made accessible and available to the public.	City and MDOT will work with Ford on developing a traffic strategy as part of the City's Planning Efforts.
Publish listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	Ford commits to publishing its Environmental Protection Plan (EPP) and make that report accessible and available to the public. Ford will also monitor and publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	
Share their data showing what Baseline levels Ford has established in its efforts to monitor environmental contaminants in the air, water, and soil. The written report shall be made accessible and available to the public.	Ford EPP will provide as much as possible with regards to baseline levels and monitoring of environmental contaminants in the air, water, and soil.	
Provide a telephone hotline for residents and an online portal to file complaints re: the various construction project	Ford commits to provide a telephone hotline for residents and an online portal to file complaints regarding the various construction projects. Ford commits to a 48-hour response time to submitted complaints and concerns.	
Publish listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	Ford commits to publishing its Environmental Protection Plan (EPP) and make that report accessible and available to the public. Ford will also monitor and publish a listing of the regulated building materials prior to demolition and make that report accessible and available to the public.	
Commitment that construction hours will be 7 am to 7 pm. Residents need 7 day notice if overtime or weekend work is schedule. Monthly construction updates meetings. Commitment to a 48 hour response time to concerns posted on website, email or phone call is address.	Ford commits that normal construction hours will be between 7 am and 7 pm and to advance notice if overtime or weekend work is scheduled. Ford commits to a 48-hour response time to submitted complaints and concerns. Ford will also commit to construction update meetings.	
Commitment that construction works will not be parking in the city streets and all parking of trades will be on Ford lots.	Ford commits to ensuring that it provides enough parking on Ford lots for its construction workers.	
Security cameras, fencing, patrol etc. will be placed on all staging and construction storage areas	Ford commits to security cameras, fencing, patrol and other measures for all staging and construction storage areas	
Establishment of an online portal with project updates and other pertinent information during construction (i.e. traffic changes and temporary street closures).	Ford will establish an online portal with project updates and other pertinent information during construction, such as traffic changes and temporary street closures.	

Appendix 1.

COMMUNITY BENEFITS ORDINANCE NO. 35-16

NOTICE OF**ENACTMENT OF ORDINANCE**

To: THE PEOPLE OF DETROIT,
MICHIGAN.

Through an initiative submitted by City Council resolution, the people of the City of Detroit adopted the following ordinance at the November 8, 2016 General Election:

ORDINANCE NO. 35-16**CHAPTER 14.****COMMUNITY DEVELOPMENT****ARTICLE XII.****COMMUNITY BENEFITS**

IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT THAT:

Section 1. Chapter 14 of the 1984 Detroit City Code, *Community Development*, is amended by adding Article XII, *Community Benefits*, which consists of Sections 14-12-1 through 14-12-5, to read as follows:

CHAPTER 14.**COMMUNITY DEVELOPMENT****ARTICLE XII.****COMMUNITY BENEFITS****Sec. 14-12-1. Purpose; Title.**

(a) The City is committed to community outreach and engagement that promotes transparency and accountability and ensures development projects in the City of Detroit benefit and promote economic growth and prosperity for all residents.

(b) This article shall be known as the "Detroit Community Benefits Ordinance."

Sec. 14-12-2. Definitions.

Community Benefits Provision means the agreement made by and between the Planning Director and the Developer which specifically addresses the issues raised by the NAC.

Enforcement Committee means a committee led by the City's Corporation Counsel and composed of representatives from the Planning and Development Department, Law Department, Human Rights Department, and other relevant City departments as determined by the Planning Director.

Impact Area means an area determined by the Planning Director that includes all census tracts or census block groups in which the Tier 1 Project is located, and any other areas as determined by the Planning Director.

NAC means the Neighborhood Advisory Council.

Planning Director means the Director of the City of Detroit's Planning and Development Department, or a member of the Planning Director's staff working on behalf of the Planning Director.

Tier 1 Development Project means a development project in the City that is expected to incur the investment of Seventy-five Million Dollars (\$75,000,000) or more during the construction of facilities, or to begin or expand operations or renovate structures, where the developer of the project is negotiating public support for investment in one or both of the following forms:

(1) Any transfer to the developer of City-owned land parcels that have a cumulative market value of One Million Dollars (\$1,000,000) or more (as determined by the City Assessor or independent appraisal), without open bidding and priced below market rates (where allowed by law), or

(2) Provision or approval by the City of tax abatements or other tax breaks that abate more than One Million Dollars (\$1,000,000) of City taxes over the term of the abatement that inure directly to the Developer, but not including Neighborhood Enterprise Zone tax abatements.

Tier 2 Development Project means a development project in the City that does not qualify as a Tier 1 Project and is expected to incur the investment of Three Million Dollars (\$3,000,000) or more, during the construction of facilities, or to begin or expand operations or renovate structures, where the Developer is negotiating public support for investment in one or both of the following forms:

(1) Land transfers that have a cumulative market value of Three Hundred Thousand Dollars (\$300,000) or more (as determined by the City Assessor or independent appraisal), without open bidding and priced below market rates; or

(2) Tax abatements that abate more than Three Hundred Thousand Dollars (\$300,000) of City taxes over the term of the abatement that inure directly to the Developer, but not including Neighborhood Enterprise Zone tax abatements.

Sec. 14-12-3. Tier 1 Projects.

(a) *Community Engagement Process for Public Meeting.*

(1) Prior to submitting to City Council a request for approval of Land transfers or Tax abatements related to a Tier 1 Project, the Planning Director shall hold at least one public meeting in the Impact Area as defined in this Section.

(2) The City Clerk shall forward notice of the public meeting via First Class Mail no less than 10 days before such meeting to all City of Detroit residents within three hundred radial feet of the Tier 1 Project. The notice shall include:

a. The time, date and location of the public meeting;

b. General information about the Tier 1 Project;

c. A description of the Impact Area and the location of the Tier 1 Project;

d. Information related to potential impacts of the Tier 1 Project and possible mitigation strategies; and

(3) In addition to the notice requirement contained in Subsection (2) of this section, the Planning Director shall work with the District Council Member or Members representing the district or districts where the Tier 1 Project is located and at least one At-large Council Member to ensure that local residents, businesses, and organizations, especially those located in the Impact Area and those expected to be directly impacted by the Tier 1 project are informed of the public meeting.

(4) At the public meeting, the Planning Director will present general information about the Tier 1 Project, discuss ways in which the Tier 1 Project is anticipated to impact the local community, and ways in which the Developer and the Planning Director plan to address or mitigate these impacts.

(5) City Council shall appoint a liaison from the Legislative Policy Division to monitor the community engagement process and provide updates to the City Council.

(6) The Planning Director shall provide notice to the liaison of all upcoming meetings and activities associated with the community engagement process related to the Tier 1 Project.

(b) Neighborhood Advisory Council.

(1) The Planning Director will accept nominations to the NAC from any person that resides in the Impact Area.

(2) All residents over the age of 18 that reside in the Impact Area are eligible for nomination.

(3) The NAC shall consist of nine members, selected as follows:

a. Two Members selected by residents of the Impact Area chosen from the resident nominated candidates;

b. Four Members selected by the Planning Director from the resident nominated candidates, with preference given to individuals the Planning Director expects to be directly impacted by the Tier 1 Project;

c. One Member selected by the Council Member in whose district contains the largest portion of the Impact Area from the resident nominated candidates; and

d. One Member selected by the At-large Council Members from the resident nominated candidates.

(4) If the Planning Director receives less than nine nominations, the Planning Director may seek out additional nominations from individuals that live outside the Impact Area but within the City Council district or districts where the Tier 1 Project is located.

(5) All actions of the NAC may be taken with the consent of a majority of NAC members serving.

(c) Engagement with Developer.

(1) In addition to the meeting required in Subsection (a)(1) of this section, the Planning Director shall facilitate at least one meeting between the NAC and the Developer to allow the NAC to learn more details about the project and to provide an opportunity for the NAC to make Developer aware of concerns raised by the NAC.

(2) City Council by a 2/3 vote of members present or the Planning Director may facilitate additional meetings which the Developer, or the Developer's designee, shall participate in as directed.

(3) As part of community engagement the developer, or their designee, shall be required to meet as directed.

(d) Community Benefits Report.

(1) The Planning Director shall provide a Community Benefits Report to City Council regarding the Tier 1 Project prior to the request for any approvals related to the Tier 1 Project.

(2) The Community Benefits Report shall contain:

a. A detailed account of how notice was provided to organize the public meeting.

b. A list of the NAC members, and how they were selected.

c. An itemized list of the concerns raised by the NAC.

d. A method for addressing each of the concerns raised by the NAC, or why a particular concern will not be addressed.

(3) The Planning Director, where possible, shall provide a copy of the Community Benefits Report to the NAC prior to submission to City Council.

(4) To ensure an expeditious community engagement process, the Planning Director, where possible, shall submit the initial Community Benefits Report within six weeks from the date the notice is sent of the public meeting.

(5) The Planning Director shall work with City Council to assure that, to the maximum extent possible, all of the approvals required of City Council may be considered simultaneously and subject to one approval vote.

(6) The Planning Director shall work with other City departments to facilitate that Tier 1 Projects receive expedited City-required approvals.

(e) Development Agreement.

(1) All development agreements made between the Developer and the City related to the land transfers or tax abatements associated with a Tier 1 Project shall include the Community Benefits Provision, which shall include:

a. Enforcement mechanisms for failure to adhere to Community Benefits Provision, that may include but are not limited to, clawback of City-provided benefits, revocation of land transfers or land sales, debarment provisions and proportionate penalties and fees; and

b. The procedure for community members to report violations of the Community Benefits Provision to the NAC.

c. The length of time that Annual Compliance Reports as outlined in Subsection (f)(2) of this section, are required to be submitted.

d. Continued community engagement or community meeting requirements.

(2) The Developer shall not be required to enter into a legally binding agreement with any individual or organization other than the City for the express purpose of fulfilling the requirements of this ordinance or other City-mandated community engagement processes.

(3) The Developer may voluntarily enter into any contract or agreement related to the Tier 1 Project that does not pose a conflict of interest with the City.

(f) Enforcement.

(1) An Enforcement Committee shall be established to monitor Tier 1 projects.

a. The Enforcement Committee shall be comprised of, at minimum, the following four individuals:

i. Corporation Counsel for the City of Detroit; or their designee;
ii. a representative from the Planning and Development Department;
iii. a representative from the Law Department;
iv. a representative from the Human Rights Department.

b. In addition to the members of the Enforcement Committee as identified in Subsection (1)a of this section, the Planning Director may require that other departments participate in the Enforcement Committee as needed.

(2) The Enforcement Committee shall provide a biannual compliance report to the City Council and the NAC for the time period identified in the Community Benefits Provision.

(3) The Planning Director shall facilitate at least one meeting per calendar year between the NAC and the Developer to discuss the status of the Tier 1 Project for the time period identified in the Community Benefits Provision.

(4) The NAC shall review any allegations of violations of the Community Benefits Provision provided to it by the community, and may report violations to the Enforcement Committee in writing.

(5) Upon receipt of written notification of allegations of violation from the NAC, the Enforcement Committee shall investigate such allegations and shall present their written findings to the NAC based upon the following:

a. Whether the Developer is in compliance with the Community Benefits Provision; and

b. How the Community Benefits Provision will be enforced or how violations will be mitigated.

(6) The findings of the Enforcement Committee shall be presented to the NAC no later than 21 days from the date the violations were reported to the Enforcement Committee, unless the need for additional time is reported to City Council and the NAC within the original 21 day time frame.

(7) If the NAC disagrees with the findings of the Enforcement Committee or determines that the Enforcement Committee is not diligently pursuing the enforcement or mitigation steps outlined in its findings, the NAC may send notice to the Enforcement Committee, and the Enforcement Committee shall have 14 days from receipt of notice to respond to the concerns outlined.

(8) If the NAC is not satisfied with the Enforcement Committee's response, the NAC may petition the City Clerk and request that City Council schedule a hearing with opportunity for both the Enforcement Committee and the NAC to present information related to the alleged violations of the Community Benefits Provision and any enforcement or mitigation efforts that have occurred.

(9) If City Council elects to hold a hearing, or based upon the written information submitted, City Council shall determine whether the Enforcement Committee has made reasonable efforts to ensure that the Developer has complied with the Community Benefits Provision.

a. If City Council determines that the Enforcement Committee has made reasonable efforts, City Council shall notify the NAC and the Enforcement Committee of their findings.

b. If City Council finds that the Enforcement Committee has not made reasonable efforts, City Council shall make specific finding to the Enforcement Committee on the steps that need to be taken to comply with the Community Benefits Provision.

i. The Enforcement Committee shall provide City Council and the NAC monthly updates on compliance actions until City Council adopts a resolution declaring that the Developer is in compliance with the Community Benefits Provision or has taken adequate steps to mitigate violations.

ii. City Council may hold additional hearings related to enforcement of the Community Benefits Provision as needed.

Sec. 14-12-4. Tier 2 Projects.

(a) Developers shall:

(1) Partner with the City, and when appropriate, a workforce development agency to promote the hiring, training and employability of Detroit residents consistent with State and Federal Law.

(2) Partner with the Planning Director to address and mitigate negative impact that the Tier 2 Project may have on the community and local residents.

(b) The Developer's commitment as identified in Subsection (a) of this section shall be included in the development agreements related to any land transfers or tax abatements associated with the Tier 2 Project for which the Developer seeks approval.

Section 14-12-5. Exemptions.

The requirements of this ordinance may be waived by resolution of the City Council upon submission by either the Planning Director or the Developer identifying reasons that the requirements of this ordinance are impractical or infeasible and identifying how the Developer will otherwise provide community benefits.

Section 2. All ordinances, or parts of ordinances, that conflict with this ordinance are repealed.

Section 3. This ordinance is declared necessary for the preservation of the public peace, health, safety, and welfare of the People of the City of Detroit.

Section 4. The article added by this ordinance has been enacted as comprehensive local legislation. It is intended to be the sole and exclusive law regarding its subject matter, subject to provisions of state law.

(J.C.C. page):

Passed:

Approved: November 8, 2016

Certified by the Board of

County Canvassers: November 22, 2016

Published: November 29, 2016

Effective: November 29, 2016

JANICE M. WINFREY

Detroit City Clerk

Appendix 2.

**LEGAL MEETING NOTICE
AND
PUBLIC MEETING FLYER**

LEGAL MEETING NOTICE TO RESIDENTS LIVING WITHIN IMPACT AREA

MICHIGAN CENTRAL STATION DEVELOPMENT COMMUNITY BENEFIT PUBLIC MEETING

DATE & TIME

Monday, July 16th, 2018
6pm – 8pm

LOCATION

Police Athletic League (PAL) Headquarters
(see attached map and flier for more info)

GENERAL PROJECT INFORMATION

Ford Motor Company has acquired the iconic Michigan Central Station and plans to transform it into the centerpiece of a vibrant innovation hub for the future of transportation. This hub will provide an opportunity for Ford and its partners to work on autonomous and electric vehicles and design urban mobility solutions in a collaborative environment. Ford's plans are anchored in a rehabilitated historic Michigan Central Station, which is expected to include retail and public spaces in the Grand Hall, and commercial office and residential space in the tower. Ford's investment will include the development of a total of 1.2 million square feet of office, retail, parking and residential space to be housed in new and existing buildings within the Corktown neighborhood. These properties will provide a walkable, urban workplace for 5,000 workers; approximately half of them Ford employees and half employees of Ford strategic partner companies.

Ford is committed to being an engaged part of the Corktown community and seeks input on this project, including the complete rehabilitation and historic restoration of Michigan Central Station. The project is expected to begin in fall 2018 and be completed in 2022.

The Impact Area is generally defined by Martin Luther King Jr Boulevard (north) Grand River/M-10 Freeway (east), W. Lafayette (south), I-75 Freeway (west). (see attached map) Any resident over the age of 18 is eligible to be selected to serve on the Neighborhood Advisory Council, to be established per the Community Benefits Ordinance (ORDINANCE NO. 35-16).

POTENTIAL IMPACTS & MITIGATION STRATEGIES

The City of Detroit acknowledges expressed community concerns related to this project in the following areas. Please bring your thoughts to the conversation on the evening of Monday, July 16th, 2018 at 6 p.m. and engage in the Community Benefits Process for this exciting new project.

A. TRAFFIC AND PARKING

- Location of and accommodation of parking and associated traffic impacts

B. PROJECT CONSTRUCTION

- Construction noise, dust; duration
- Street and sidewalk closures

C. LANDSCAPE & PUBLIC OPEN SPACE IMPROVEMENTS

- Public access to city-owned open spaces, such as Roosevelt Park
- Beautification efforts to improve the overall quality of the landscape

D. JOBS IMPACT

- 51% of the hours worked on the project must be worked by Detroit residents
- 2,400 to 3,000 construction jobs are expected

Please visit <http://www.detroitmi.gov/> and search Community Benefits Ordinance for additional project information and to learn more about the Community Benefits Ordinance Process

AVISO DE REUNIÓN JURÍDICA A RESIDENTES QUE VIVEN DENTRO DEL ÁREA DE IMPACTO

MICHIGAN CENTRAL STATION DEVELOPMENT COMMUNITY BENEFIT PUBLIC MEETING

FECHA Y HORA

Lunes, 16 de julio, 2018

6pm – 8pm

UBICACIÓN

Oficina central de Police Athletic League (PAL)
(vea el mapa y folleto para más información)

INFORMACIÓN GENERAL DEL PROYECTO

Ford Motor Company ha adquirido la icónica estación central de Michigan y planea transformarla en la pieza central de un vibrante centro de innovación para el futuro del transporte. Este centro crea una oportunidad para que Ford y sus socios trabajen en vehículos eléctricos y autónomos y diseñen soluciones de movilidad urbana en un entorno colaborativo. Los planes de Ford están anclados en la histórica estación central de Michigan, que incluirá espacios comerciales y públicos en el Gran Salón, y oficinas comerciales y espacio residencial en la torre. La inversión de Ford incluirá el desarrollo de un total de 1.2 millones de pies cuadrados de oficinas, comercios minoristas, estacionamientos y espacios residenciales, los cuales se alojarán en edificios nuevos y existente dentro del vecindario de Corktown. Estas propiedades proporcionarán un lugar de trabajo peatonal y urbano para 5,000 trabajadores. Aproximadamente mitad de los empleados serán de Ford y la otra mitad serán de compañías estratégicas asociadas de Ford.

Ford se compromete a ser un partido involucrado en la comunidad de Corktown y busca aportaciones sobre este proyecto, incluyendo en la rehabilitación completa y la restauración histórica de la Estación Central de Michigan. Se espera que el proyecto comience en el otoño del 2018 y se complete en 2022.

El área de impacto se define aproximadamente por Martin Luther King Jr. Boulevard (norte), Grand River / M-10 Freeway (este), W. Lafayette (sur), I-75 Freeway (oeste) (vea el mapa adjunto). Cualquier residente mayor de 18 años es elegible para ser seleccionado al Neighborhood Advisory Council (NAC), el cual se establecerá según la Ordenanza de Beneficios Comunitarios (ORDENANZA NO. 35-16).

IMPACTOS POTENCIALES Y ESTRATEGIAS DE MITIGACIÓN

La ciudad de Detroit reconoce las preocupaciones expresadas por la comunidad relacionadas a este proyecto en las siguientes áreas. Por favor lleve sus pensamientos a la conversación la noche del lunes 16 de julio de 2018 a las 6 p.m. y participe en el Proceso de Beneficios Comunitarios para este nuevo y emocionante proyecto.

A. TRÁFICO Y ESTACIONAMIENTO

- Ubicación y alojamiento del estacionamiento y los impactos de tráfico asociados

B. CONSTRUCCIÓN DEL PROYECTO

- Ruido de la construcción, polvo; duración del proyecto
- Cierres de calles y banquetas

C. MEJORAMIENTO DEL PAISAJE Y ESPACIO PÚBLICO

- Acceso público a espacios abiertos de la ciudad, como Roosevelt Park
- Esfuerzos de embellecimiento para mejorar la calidad del paisaje

D. IMPACTO DE EMPLEO

- El 51 por ciento de las horas trabajadas en el proyecto deben ser trabajadas por residentes de Detroit
- Se esperan entre 2,400 y 3,000 empleos de construcción

Visite <http://www.detroitmi.gov/> y busque la Ordenanza de Beneficios Comunitarios para obtener información adicional sobre el proyecto y más información sobre el proceso de la Ordenanza de Beneficios Comunitarios.

The City of Detroit invites you to...

Michigan Central Station Development



Community Benefit Public Meeting



Come join us!

As part of the **community benefits ordinance** process the City of Detroit invites you to attend a public meeting for the Michigan Central Station Development. General selection of candidates for the Neighborhood Advisory Council (NAC) will occur at the second meeting, to held at Detroit PAL from 6 PM - 7:30 PM on Tuesday, July 30, 2018.

Fords Motor Company is reaching out to the community to receive input on the transformation of the iconic Michigan Central Station into the centerpiece of an innovation hub. Ford's investment will include the development of a total of 1.2 million square feet of office, retail, parking and residential space to be housed in new and existing buildings within the Corktown neighborhood. Ford's plans are anchored in a rehabilitated historic Michigan Central Station, which is expected to include retail and public spaces in the Grand Hall, and commercial office and residential space in the tower.

**Monday,
July 16, 2018
6:00pm - 8:00pm**

**Detroit Police Athletic
League (PAL)**

1680 Michigan Ave

With advance notice of seven calendar days, the City of Detroit will provide interpreter services at public meetings, including language translation and signage for the hearing impaired. Please contact the Planning and Development Department at (313) 224-1339 to schedule these services.

La Ciudad de Detroit le invita a asistir...

Michigan Central Station Development



Ven y Únete a nosotros

Como parte del proceso de ordenanza de beneficios comunitarios, la Ciudad de Detroit le invita a asistir a una reunión pública para el proyecto de la Estación Central de Michigan. La selección general de candidatos para el Neighborhood Advisory Council (NAC) se llevará a cabo en la segunda reunión, la cual se realizará en **Detroit PAL de 6 PM a 7:30 PM el martes, 30 de julio del 2018.**

Ford Motor Company se está acercando a la comunidad para recibir aportes sobre la transformación de la icónica estación central de Michigan a un centro de innovación. La inversión de Ford incluirá el desarrollo de un total de 1.2 millones de pies cuadrados de oficinas, comercios minoristas, estacionamientos y espacios residenciales, los cuales se alojarán en edificios nuevos y existente dentro del vecindario de Corktown. Los planes de Ford están anclados la histórica estación central de Michigan, la cual se espera que incluirá espacios comerciales y públicos en el Gran Salón, y oficinas comerciales y espacio residencial en la torre.

**Lunes,
16 de julio, 2018
6:00pm - 8:00pm**

Detroit Police Athletic League (PAL)

1680 Michigan Ave

Con un aviso previo de siete días, la ciudad de Detroit proporcionará un intérprete en juntas públicas, incluyendo traducción de lengua y señas para personas con discapacidad auditiva. Por favor contactar el Departamento de Planificación y Desarrollo al (313) 224-1339 para programar estos servicios.

Appendix 3.

NAC MEETING SCHEDULE

MEETING SCHEDULE

NAC: Special Community Meetings

- **When:** Wednesday, Sept. 5th at 6pm. **Location:** Citizen Detroit. 2020 14th Street between Dalzalle and Marantette. There is parking in front and back of the buildings well as along Maranette.
- **When:** Wednesday, August 22, 2018 at 5:30PM. **Location:** Citizen Detroit Office, St.Vincent Corktown, 2020 14th Street Room 101. A copy of the draft agenda may be obtained by contacting: 313.334.3131

CBO Meetings

- Community Benefit Public Meeting #1: **Monday. July 16. 2018** from 6:00pm - 8:00pm at Detroit Police Athletic League (PAL), 1680 Michigan Ave
- Community Benefit Public Meeting #2: **Monday, July 30, 2018** from 6:00pm - 8:00pm at Detroit Police Athletic League (PAL), 1680 Michigan Ave
- Community Benefit Public Meeting #3: **Tuesday, August 14, 2018** from 6:00pm - 8:00pm at **IBEW 1358**
- Abbott Community Benefit Public Meeting #4: **Monday. August 27, 2018** from 6:00pm - 8:00pm at **IBEW**
- 1358 Abbott Community Benefit Public Meeting #5: **Monday. September 10, 2018** from 6:00pm -8:00pm at **IBEW 1358 Abbott**
- Community Benefit Public Meeting #6: **Friday, September 14, 2018** from 6:00pm - 8:00pm at **Gaelic League** 2068 Michigan Ave
- Community Benefit Public Meeting #7: **Monday. September 17, 2018** from 6:00pm -8:00pm at **IBEW 1358 Abbott**
- Community Benefit Public Meeting #8: **Monday, September 24, 2018** from 6:00pm -8:00pm at **IBEW 1358 Abbott**

Appendix 4.

MEETING NOTES

Ford CBO Meeting #1

Date: Monday, July 16, 2018

Location - Detroit Police Athletic League (PAL), 1680 Michigan Ave

Meeting Notes

Meeting Agenda

- Team Introductions
- Overview of CBO Process
- Review of Proposed Meeting Schedule
- Q&A
- Presentation by Ford
- Preliminary candidate presentations

The presentation presented at this meeting is available [here](#).

Meeting opens at 6:00

- Karen Gage of Planning & Development Department opens the meeting
- Introductions from City Staff
- Gage provides overview of CBO process, the neighborhood advisory council selection process, the meeting schedule, impact area

Q&A

- Questions from public on the impact area, if it can be expanded.
- Questions raised about the process and how members are selected

Presentation by Ford

- Richard Bardelli provides a brief overview of the proposed project

Q&A

- Questions raised from public on project, location of parking, traffic impacts, the ownership of the parks, construction timing

Preliminary candidate presentations

- Impact area residents that wish to serve on the Neighborhood Advisory Council were asked to stand and give a brief statement of why they should be selected.

Ford CBO Meeting #2

Date: Monday, July 30, 2018

Location - Detroit Police Athletic League (PAL), 1680 Michigan Ave

Meeting Notes

Meeting Agenda

- Team Introductions
- Overview of CBO Process
- Review of Proposed Meeting Schedule
- Q&A
- Candidate presentations
- Resident Selection for NAC Members

The presentation made at this meeting is available [here](#).

Meeting opens at 6:00

- Karen Gage of Planning & Development Department opens the meeting
- Introductions from City Staff
- Gage provides overview of CBO process, the neighborhood advisory council selection process, the meeting schedule, impact area

Q&A

- Questions from public on the impact area, if it can be expanded.
- Questions raised about the process and how members are selected

Candidate presentations

Each Impact Area resident wishing to serve on the Neighborhood Advisory Council for this project was asked to step forward and provide a statement on why they should serve. A request was made that people stand in groups according to the neighborhoods location: North Corktown, Corktown, Hubbard Richard.

Vote

Residents of the Impact Area cast votes for two candidates. The voting cards were submitted and counted for each candidate by members of City staff with Council representatives in the room overseeing the vote count. The addresses of the vote cast were verified to have been submitted by impact area residents.

Presentation by Ford while Votes Counts

- Richard Bardelli provides a brief overview of the proposed project while the votes are counted

Q&A

- Questions raised from public on project, location of parking, traffic impacts, the ownership of the parks, construction timing

Resident NAC Members Announced

- Jerry Paffendorf – Elected by Impact Area Residents
- Heather McKeon – Elected by Impact Area Residents

Ford CBO Meeting #3 – Tuesday, August 14, 2018

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Meeting Agenda

- Welcome & Introductions - PDD
- Introduction of the NAC - PDD
- Ford Corktown Investment Project Overview - Ford
- Q&A from the NAC
- Public Comment
- Next Steps

The presentation made at this meeting is available [here](#).

Meeting opens at 6:00

- Steven Lewis of Planning & Development opens the meeting

Introduction of the NAC - PDD

- Steven Lewis asks the Neighborhood Advisory Council Members to take a few minutes to introduce themselves
- Reading of the Oath for the record by Vince Keenan. All NAC members agree to be bound by it
- NAC distributes comment cards for community input
- NAC announces that Ford provided a shuttle for the community meeting and will provide a shuttle for each CBO community meeting moving forward

Ford Corktown Investment Project Overview - Ford

- Presentation of the overall 1.2 million square foot development project by Rich Bardelli (presentation available [here](#)) to include:
 - North Michigan Ave Parking Deck
 - Brass Factory – will be demolished due to building condition and environmental factors. Careful demolition of property to follow environmental guidelines and air quality monitoring to ensure proper, safe demolition. New construction building will be built for office, tech research.
 - DPS Book Depository – Renovation of property into a commercial office, utilizing an open office floor plan concept. Some retail to be included.
 - Michigan Central Station – Extensive renovation required. Commercial office, and some type of residential on the top two floors (ie: condo or hotel being considered). Community space and retail open to public on ground floor. Parking deck at the rear of the building, will be carefully designed to protect views.
- Ford provided an overview estimated \$740 million dollar investment planned and over a 4 year construction timeline, including air quality monitoring, hours of construction operation, and explained all construction trailers should be houses on Ford property.
- Ford also presented a proposed construction phase truck route.
- Construction on the train station would commence as soon as possible to stabilize the deteriorating building before winter weather.

Q&A from the NAC

- Concerns over air-quality / demolition

Ford CBO Meeting #3 – Tuesday, August 14, 2018

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

- Children live in the community
- Park across near Brass Factory demolition
- Suggestion for website or portal to view air quality reports / monitoring during construction
- Suggestion for a construction communications portal
- Concerns about insular and inward facing office park that does not connect community
- Information requests from NAC members:
 - Incentive package for review (DEGC)
 - Environmental plan to the NAC for review (Ford)
 - Vision of the future of mobility (national/local), what is developed, produced in the building.
Changes in Corktown specific to mobility, mobility testing (Ford/City staff)
- Book Depository to be renovated with historic exterior elements, community involvement from Corktown Historic Society suggested
- Roosevelt Park is an archeological site, with excavations by Wayne State University archaeology students
- Publicly accessible parking decks
- Office space will be available for lease
- NAC suggested meeting improvements, such as more microphones, nametags, and refreshments
- PDD confirms presentation materials are online

Public Comment

Concerns raised during public comment can be summarized as follows:

- Resident communication with NAC and meeting notice process
- Councilmembers influence and community meeting involvement
- Naming of the development
- Location of the CBO meeting, access issues
- Interest in the train station being an Amtrak Station, or other rail service
- Local labor hiring, training
- PDD NAC selection process
- Open Meetings Act, Freedom of Information Act – applicability to NAC
- Construction timeline, more information
- CBO process being too short

Next Steps

- The NAC announced they would set up a community meeting to engage in a community discussion around the project and project impacts.
- NAC has started a Facebook page, additional points for feedback will be set up.

You can contact the Ford Neighborhood Advisory Council by emailing: torgelton@detroitmi.gov or fordnac@outlook.com

You can follow FORD NAC meetings and content at facebook.com/fordnac and at the Greater Corktown Next Door group <https://nextdoor.com/invite/wtchjneenfrqayqsv>

The City of Detroit Planning & Development Department hosts a page about the project with all related documents <http://www.detroitmi.gov/Government/Departments-and-Agencies/Planning-and-Development-Department/Community-Engagement-Online.aspx>

Ford CBO Meeting #4 – Monday August 28, 2018 – 6pm to 8pm

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Meeting Agenda

1. Community Input & Impact List Development Update – NAC
2. NAC Follow-Up Items – Ford
3. Incentives 101 & Questions – DEGC
4. Affordable Housing Leverage Fund + Strategic Neighborhood Fund Overview and Questions – Arthur Jemison, City of Detroit
5. Workforce Development Programs and Questions – Jeff Donofrio, City of Detroit, Workforce
6. Future of Mobility Presentation – Ford
7. NAC Questions / Discussion – NAC
8. Public Comment – Public Present

The presentations made at this meeting are available [here](#)

Meeting opens at 6:05

- Sheila Cockrel opens the meeting
- Introductions from NAC Members
- Cockrel speaks to the community meetings happening in between these CBO meetings
- K. Gage (PDD) explains the impact list is typically presented at this meeting, but the next meeting we expect to have an impact list. This meeting will provide information via presentation on programs by City staff and Members of the Ford Motor Company.

NAC Follow-Up Items – Ford

- Ford Team is introduced
- Rich Bardelli reviews items that have been presented in previous meetings and the follow up on those items. Bardelli provides an update that a full presentation regarding environmental approach will be made at the next CBO meeting.

Incentives 101 - DEGC

- Sarah Pavelko of the DEGC provides an overview of DEGC's programs and provides summary of Ford's Incentives ~~page~~, as requested by the NAC.
- Incentives timeline, the critical path for approval to enable the stabilization needed to secure the train station before the winter.
- Net benefit to the City will total \$300 million over 30 years

Affordable Housing Leverage Fund + Strategic Neighborhood Fund Overview – City of Detroit

- Arthur Jemison provides an overview of what the City of Detroit is working on in term of SNF / ALHF. These programs help preserve affordable housing and improve communities by investing in park improvements and streetscape enhancements.

Workforce Development Programs – City of Detroit

- Jeffery Donofrio provides an overview of what the City of Detroit has completed to employ and train Detroiters for new jobs. A number of initiatives to remove the barriers to employment. In addition, the City's workforce development programs can be customized to provide a talent pipeline for growing industry, skilled trades need, and industry partners.

Ford CBO Meeting #4 – Monday August 28, 2018 – 6pm to 8pm

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Future of Mobility – Ford

- Ford showed a video of Ford autonomous vehicle future concepts and how it could impact the built and natural environment, for example reducing the need for parking, reduction of emission.
- Ford is working on mobility development, not just to have vehicles communicate with each other, but how vehicles might communicate with, for example, hospitals or other entities, providing valuable information.
- The future of mobility in Corktown is not much known at the moment, but Ford will engage with the community on that vision

NAC Questions / Discussion

- Transportation for the people on the ground, DDOT/MDOT service improvements
- Mass Transit for residents, that would also move employees
- Michigan Avenue MDOT improvements
- John Sivils (PDD) spoke to transportation outputs of the PDD-led Framework Plan. Ford confirmed they are working with MDOT to support.
- Request for community serving retail
- More detail regarding Brass Factory design, massing requested
- A breakdown of incentives requested, proposed timeline of each incentive, request for the net fiscal benefit analysis
- Future of Mobility: Incorporate this department into the master planning
- Request to deconstruct 1880 house into new development at Brass Factory site
- Affordable, Workforce programs – Does Ford already participate in these programs and are they considering donating?
- Job training an issue throughout the city – how do residents from the impact area get preference?
- City spoke to Workforce Development program they operate, with supportive services to remove barriers, returning citizens transportation services – at no cost to Detroiters, whereas non-Detroiters pay. Ford spoke to the executive order to hire Detroiters on the job
- NAC distributed handouts (right) as a way for residents to connect with the NAC. They will communicate this information and coordinate feedback via email addresses collected at prior CBO/NAC meetings, community surveys, Facebook.com/fordNAC, Next door app

Ford CBO Meeting #4 – Monday August 28, 2018 – 6pm to 8pm

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Public Comment - Summary

- North Corktown feels development pressure and 70% of property vacant or publicly owned. Will community benefits money preserve greenspace in North Corktown? Greenspace investment as pheasant habitat
 - City response: Corktown Neighborhood Plan will be specific about those concerns. Strategic neighborhood fund can be used to make those community improvements
- Southwest Detroit should be considered for Community Benefits, not just Hubbard Richard
- Meeting Agenda should focus more on Public Comment, rather than Presentations
- Concerns raised regarding Brass Factory demolition and gas within the building
- Parking during construction, and timing of construction
- With the addition of more employees, resident parking passes may be required
 - City response: The Legislative Policy Division is working on a resident parking ordinance. Presentation is available for the next meeting, if requested.
- One way roads, traffic concerns regarding peak hours, intersection, roadway repairs to accommodate traffic increase. Rosa Parks Boulevard should not be a two-way street.
- Bagley overpass is under construction, why did it stop?
 - City to report back
- Look at Community benefits packages for Little Ceasers Area and the GHIB.
- Sensitivity to Roosevelt Park site for architectural digs. Workman's row house is an architectural and cultural asset in the community.
- Other sites that were considered for the autonomous vehicle campus by Ford: Plao Alto, Pittsburgh, Ann Arbor, Dearborn
- Estimate on how many people would move to Detroit. Ford is not offering incentives for employees to move downtown.
- How can Ford use two point data collection to determine what goes into their retail space. Grocery store is preferred
- Backside views of the Train station are important
- Ford should development property with racial equity. ALFH should be funded as a benefit. Diversity and Culture should feed into to the master planning, design and programming.

Community Input & Impact List Development Update – NAC

- NAC announced their communication strategy. They have created a Facebook Page, Next Door, and email account for feedback. Postcards with communication tools distributed at meeting.
- Ford is providing a shuttle, Chariot, to pick up residents to attend the meeting. The shuttle runs in a loop and stops in three locations.
- NAC to set a date for a community meeting to engage residents and develop the impact list

You can contact the Ford Neighborhood Advisory Council by emailing: fordcbo@detroitmi.gov or [fordnac@googlegroups.com](https://groups.google.com/forum/#!forum/fordnac)

You can follow FORD NAC meetings and content at facebook.com/fordnac and at the Greater Corktown Next Door group <https://nextdoor.com/invite/wjchgtncnfrqgavqsy>

The City of Detroit Planning & Development Department hosts a page about the project with all related documents <http://www.detroitmi.gov/Government/Department-and-Agency/Planning-and-Development-Department/Community-Benefits-Outline>

Ford CBO Meeting #4 – Monday August 28, 2018 – 6pm to 8pm

Held at IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Future of Mobility – Ford

- Ford showed a video of Ford autonomous vehicle future concepts and how it could impact the built and natural environment, for example reducing the need for parking, reduction of emission.
- Ford is working on mobility development, not just to have vehicles communicate with each other, but how vehicles might communicate with say hospitals or other entities, providing valuable information.
- The future of mobility in Corktown is not much known at the moment, but Ford will engage with the community on that vision.

NAC Questions / Discussion – Summary

- Transportation for the people on the ground, DDOT/MDOT service improvements
- Mass Transit for residents, that would also move employees
- Michigan Avenue MDOT Improvements
- John Sivils (PDD) spoke to transportation outputs of the PDD led Framework Plan. Ford confirmed they are working with MDOT to support
- Request for community serving retail
- More detail regarding Brass Factory design, massing requested
- A breakdown of incentives requested, proposed timeline of each incentives, request for the net fiscal benefit analysis
- Future of Mobility: Incorporate this department into the master planning
- Request to deconstruct 1880 house in to new development at Brass Factory site
- Affordable, Workforce Programs– Does Ford already participate in these programs and are they considering donating?
- Job training is an issue throughout the city – how do residents from the impact area get preference?
- City spoke to Workforce Development program they operate, with supportive services to remove barriers, returning citizens transportation services – at no cost to Detroiters, whereas non-Detroiters pay. Ford spoke to the executive order to hire Detroiters on the job
- NAC distributed handouts (right) as a way for residents to connect with the Neighborhood Advisory Committee. They will communicate this information and coordinate feedback via email addresses collected at prior CBO/NAC meetings, community surveys, Facebook.com/fordNAC, Next door app

Public Comment – Summary

- North Corktown reports that their community is comprised of 70% of property vacant or publicly owned land. Specify ask for community benefits money preserve greenspace/pheasant habitat in North Corktown. City response: Corktown Neighborhood Plan will be specific about those concerns. Strategic neighborhood fund can be used to make those community improvements
- Southwest Detroit should be considered for Community Benefits, not just Hubbard Richard
- Meeting Agenda should focus more on Public Comment, rather than Presentations
- Environmental concerns regarding Brass Factory demolition, gas within the building, nearby park, residential homes near site

Ford CBO Meeting #5

Date: Monday, September 10, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Meeting Agenda

- Welcome - NAC
- Brass Factory Update: Environmental Mitigation and Site Development - Ford
- Incentives Breakdown, Timeline – DEGC
- NAC Questions / Discussion – NAC
- Community Roundtable Discussions - Breakout Tables
- Public Comment

The presentations made at this meeting are available [here](#)

Meeting opens at 6:05

- Shelia Cockrel opens the meeting
- Introductions from NAC Members
- Cockrel explains purpose of meeting to collect ideas for the impact list
- Impact list will be further developed at CBO Meeting #6 at the Gaelic League on Michigan Avenue on Friday, September 14 at 6pm.
- NAC will be making decisions on what will be included in requests to Ford on community benefits consideration
- Final Impact list to be presented to Ford at CBO Meeting #7 on Monday, September 17 at IBEW

Brass Factory Update: Environmental Mitigation and Site Development - Ford

- Richard Bardelli of Ford presents updated concepts regarding Brass Factory development
- The Bass Factory development presentation can be found [here](#)
- The building design is a collaborative process, with future points of collaboration engagement from community as well as other partners, such as the City, through the building design and development
- Overview of building form and inspiration materials provided. Vehicular and pedestrian access lines provided
- GHD, Ford's environmental consultant, is introduced, the presentation can be found [here](#)
- This company has a long history of high profile environmental testing and monitoring
- GHD provides in-depth review of Brass Factory and how the site will be monitored for fugitive gas and partial contaminant, in real time
- Communication plan will include a website and facebook
- A telephone number will be provided for residents to call for information
- A public posting will also provide project progress and notices at the sites

NAC Questions / Discussion

Ford CBO Meeting #5

Date: Monday, September 10, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

- NAC members raised questions regarding environmental clean and evacuation plan should the monitors detect gas or contaminates that are blowing off the site. GHD/Ford commented the plan will be documented in the report, it is now being developed. Commitment made by City to coordinate with Public Health Emergency Preparedness for text message alert, in addition to coordination with Police and Fire, in an event of a leak that would require an evacuation.
- House located within Brass Factory was raised by NAC as an important artifact. Could these materials be tested for contamination and if safe, deconstructed to be reconstructed, or the materials repurposed at the site in some manner to preserve the old home and the historic legacy of the community.
- Can the Corktown Historical Society be involved in the evaluation of old home, or the materials of the old that do remain?

Public Questions

- Issues relative to truck traffic raised, particular to Rosa Parks and North Corktown
- Community member states that he understood that vapors were detected at 44 times the allowable State level at the Brass Factory and is concerned about gasses during demo
- A number of questions relative to known contaminates in the building, what happens if there is a leak or spill over (evacuation plan), and associated alerts and clean up activates. These questions will all be addressed in the Environmental Protection Plan that GHD/Ford will produce and post publicly on the CBO site and facebook. This plan will include a plan should a natural disaster, such as a tornado, were to interfere with remediation at the site.
- Asbestos is raised as a concern and remediation of asbestos will take place in a vacuum, contained environment. Asbestos wet to prevent fibers to spread. Special disposal of asbestos required in certified landfill. Air and all surfaces inspected after remediation.
- Requests for clarification around about hours of operation due to construction noise.
- Damage to roads from construction and installation of fiber or other underground repairs.

Incentives Breakdown, Timeline – DEGC

- Sarah Pavelko of the DEGC provides an overview of the incentives being requested for the Ford's Corktown investment
- DEGC utilizes a model that includes factors such as investment cost, jobs, development square footage, utility costs to determine a report of the net benefit the City will receive from a project. The benefit is calculated by an evaluation permit fees, sales tax, property tax value, income tax, etc.
- A breakdown of each incentive and the anticipated request under each program provided

Ford CBO Meeting #5

Date: Monday, September 10, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Community Roundtable Discussions - Breakout Tables

- Meeting participants broke out into a number of small groups of 4 or 5
- Breakout activity led by NAC members, City staff, and Citizen Detroit to gather top three concerns per resident under two topics – what construction related issues are most concerning and what benefit would be most valued in the community.
- Reports collected to be summarized and discussed at CBO Meeting #6 at the Gaelic League on Michigan Avenue on Friday, September 14 at 6pm.

Public Comment

- Community residents from outside of the Impact Area, but also residents of Southwest Detroit, felt that the community engagement activity was exclusive in that the activity sheet expressly asked for benefits that would only impact neighborhoods within the impact area.
- Residents complained that Southwest Detroit is larger than just Corktown and that other areas should have been considered for the receipt of benefits and the input activity excluded residents who came to participate from outside of the Impact Area.
- Comment was made that there has been no negotiation with the developer on the community benefits. The back and forth of negotiation has been lost and it is a key to the process.
- The survey that was distributed by the NAC did not have a location on the flier on where to return the flier to.

Ford CBO Meeting #6

Date: Friday, September 15, 2018 – 6pm to 8pm

Location – Gaelic League, Michigan Avenue

MEETING NOTES

6:10: Meeting Called to Order

Sheila Cockrel of the NAC began the meeting by explaining the engagement process the NAC has embarked upon to collect feedback including community meetings, Facebook, phone calls, conversations, a survey, and email.

All of this information collected via these various methods were collected into a spreadsheet and arranged in buckets of similar type. The NAC then took this information and began developing proposals for Ford. These proposals included several main themes and commitment amounts for Ford to consider funding. The purpose of this meeting was to review these proposals in a public form and collect comments from the community.

The NAC reviewed the proposals that were to be considered, such as, but not limited to: funds for home repair, childhood development and educational programs, workforce development and training, resident driven funds for various projects, a communication plan with Ford with emphasis on environmental plan, park improvements, programs to impact retention of neighborhood character, residents, and small businesses.

NAC COMMENTS

- Request to include a staff person and a community gathering space
- Specific retail requests for neighborhood oriented retail
- No additional surface parking lots, bring current lots up to current codes even though they might be grandfathered in
- Confirmation from Ford that employees will pay city of Detroit income taxes.
- Formalize the relationship between security and Detroit Police
- Traffic calming and pedestrian traffic / re-orientation – formal commitment
- Matt Walters of the City's Mayor's Office explains incentive claw back procedure if development agreement is not met
- If Ford has additional acquisitions in the future, will there be a CBO. Walters explained a new CBO would be started for any investment over \$75M. Councilwoman Castaneda-Lopez explained there is an ability for NAC to request to be involved in all future acquisitions, even though not per the CBO ordinance
- Questions raised on the new loads and burden on existing utility systems
- Can Ford and DDOT work in collaboration with the community, transit providers, and through their own shuttle services to improve multi-modal movement of people across Michigan Avenue north and south, not just east and west (between Detroit and Dearborn)
- Request to spend time on a mobility proposal – can residents be called upon for testing, for example. Request for the community near this campus to be included in mobility development and deployment.

Ford CBO Meeting #6

Date: Friday, September 15, 2018 – 6pm to 8pm

Location – Gaelic League, Michigan Avenue

PUBLIC COMMENT

- Discussion around proposal items, a lot of discussion on the ask of Ford. 7% to 10% of the tax incentive request was raised as a standard.
- Request raised that Ford can still fund good ideas into the future
- Automatic claw backs if community provision agreement not met
- Request to ensure all future Ford investment project in Impact Area are included
- Homelessness has not been included
- Hubbard Richard noted their list of concerns will be submitted
- Request for dedicate slots or at least first review for Detroiters for positions, set-aside jobs/slots
- Request for the impact area to include other parts of southwest
- Buildings 2661, 2669 Bagley – run down
- Suggestions for supporting ongoing community projects, and in the future
- Comment that North Corktown has no interest loan fund for home repair
- Increase education on NEZ designations
- Will any rezoning impact taxes. Will taxes increase?
- Request for NEZ homestead, tax information
- Retain what we have been working towards, smaller asks: wifi in the park, family space, food trucks
- Request by a resident to get an informal, non-official “temperature check” for those in the room to express their support on what the request to Ford should be, ranging from \$15 million to up to \$74 million.

Ford CBO Meeting #7

Date: Monday, September 17, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Notes

Meeting Agenda

- NAC Presentation: Impact List Submission to Ford and the City
- Ford / City Remarks
- Public Comment

Meeting opens at 6:15

- Sheila Cockrel opens the meeting
- Introductions from NAC Members
- NAC Announces that IBEW has allowed NAC to post boards of the development project for community access to the project and concepts
- Nicole Rittenour reviews the documents that have been distributed to the public including the Community Impact Report that the NAC assembled to submit to Ford and the list of compiled feedback the NAC collected since the beginning of the process.
- Ford appreciative of time and commitment of all parties. The document was just received and says they will respond Monday next week

Public Comment

- Request for agriculture land use and arts to be elevated as a priority
- Inquiry into impact area boundary expansion
- Clarification that the City's capital improvements requests will be addressed through the PDD planning framework
- Specific request to target preservation of affordable housing in Corktown currently at risk
- Questions about the proposed NAC programs: the list is not cumulative, rather items stand alone. NAC asked to clarify their fund vs grant request; are grants available to renters and condos; formatting questions
- NAC takes it into account public opinion when negotiating between the NAC and the Ford
- Request for clarification on the incentive package and request for consideration for a cap on the total incentive value

Ford CBO Meeting #8

Date: Monday, September 24, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

Meeting Agenda

- Welcome – NAC
- Overview of Process to Date and Tonight's Meeting Agenda – NAC
- Welcome and Project Introduction – Arthur Jemison, City of Detroit
- Overview of Ford Fund – Shawn Wilson, Ford Fund
- Presentation of Community Benefits – Richard Bardelli, Ford Motor Company
- Program Summary + Investment Recap – Arthur Jemison, City of Detroit
- NAC Questions / Discussion – NAC
- Public Questions / Comment
- Next Steps and Letter of Support Consideration

- The powerpoint reviewed for this meeting is available [here](#)

Meeting called to order at 6:18

- Sheila Cockrel provides an overview of all of the meetings that have taken place over the last 2 and a half months
- Arthur Jemison speaks to the power of this investment in the community, \$300M net benefit to the City, plus removing contamination and blight.
- Shawn Wilson presents on the Ford Fund and Ford's continued commitment to the community
- Richard Bardelli from Ford presents on the Presentation of Community Benefits and overview of Ford's Guiding Principles.
- Arthur Jemison provides overview of City's role in this process

NAC Questions

- Clarification that SNF dollars for parks can leverage state investment in parks
- Clarification that the housing leverage estimated might be larger than estimated, and is expected to be larger
- Clarifications from Ford that is this the offer that has been made, the amount of the package will not change but allocations between priorities are open for discussion with NAC

Public Questions

- A number of questions round community engagement were fielded by the City and Ford. There is going to be a public hiring hall, a mobility experience center, a website, telephone line, and further engagement via Ford's participation in community meetings and via the Ford Resource Center throughout the project. The City will be leading a Community

Ford CBO Meeting #8

Date: Monday, September 24, 2018 – 6pm to 8pm

Location - IBEW: 1358 Abbott St, Detroit, MI 48226

framework plan that will allow for further engagement on use of City funds. In addition, a community controlled fund is to be created.

- A number of questions round community engagement were fielded by the City and Ford. There is going to be a public hiring hall, a mobility experience center, a website, telephone line, and further engagement via Ford's participation in community meetings and via the Ford Resource Center throughout the project. The City will be leading a Community framework plan that will allow for further engagement on use of City funds. In addition, a community controlled fund is to be created.
- Request to clarify that impact area residents will be the beneficiary of the City programs
- Critique regarding offer on the amount that was pledged by Ford and a list of items that were missing
- Request to offer office positions and office training for professional jobs
- Request for a study that 14th Street be two-way
- Request not to close St. Anne
- Explanation of Headlee and Proposal A by Matt Walters of the Mayor's Office
- Explanation as to how Porter Street Apts/Victor Attar Apts could be preserved with AHLF funds
- A number of residents and stakeholders thanking Ford and NAC spoke in support of the project and the benefits package presented.

Ford announcements

- Ford's Friends and Family Plan will be offered to anyone who lives in the Impact Area
- Ford will host Halloween Party at Michigan Central Station and a limited number of impact area residents will be invited.

Deliberation of Support

A motion was made to sign a letter of support for the Ford Community Benefits Package.

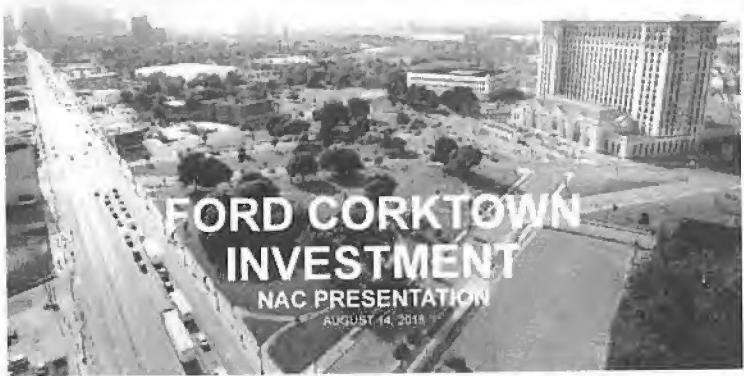
9 votes in favor of the motion to offer a letter of support; unanimous

Next Steps

PDD will draft a letter of support that will be reviewed by the NAC for signature by all members.

Appendix 5.

**DEGC PRESENTATION:
FORD NET BENEFIT OVERVIEW**



AGENDA

- Sign-In
- Welcome & Introductions
- Introduction of the NAC by City of Detroit
- Ford Corktown Investment Project Overview
- Q&A from the NAC
- Community/Public Comment
- Next Steps

Tonight's Topics

- Project Overview
 - History of Sites & Current State
 - Preliminary Redevelopment Planning & Community Input
- Parking Development Sites
- Construction Protocols
 - Tentative Timing
 - Impacts Mitigation
 - Construction Parking & Traffic



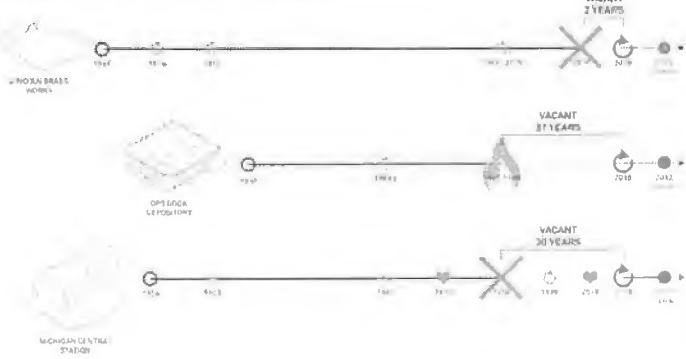


HISTORICAL DESIGNATIONS

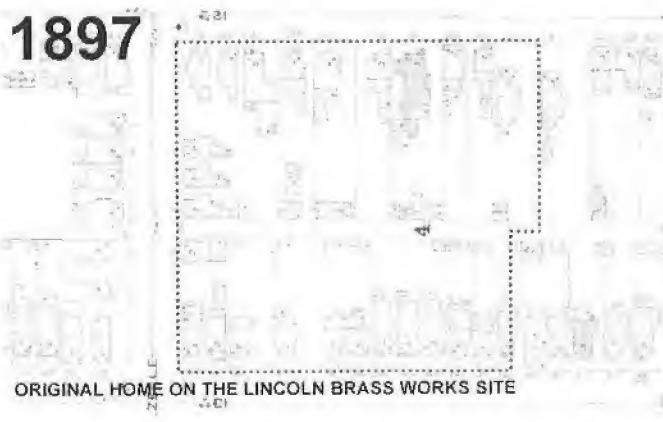
CORKTOWN PERMANENT HISTORY



HOME TO DIVERSE HISTORY

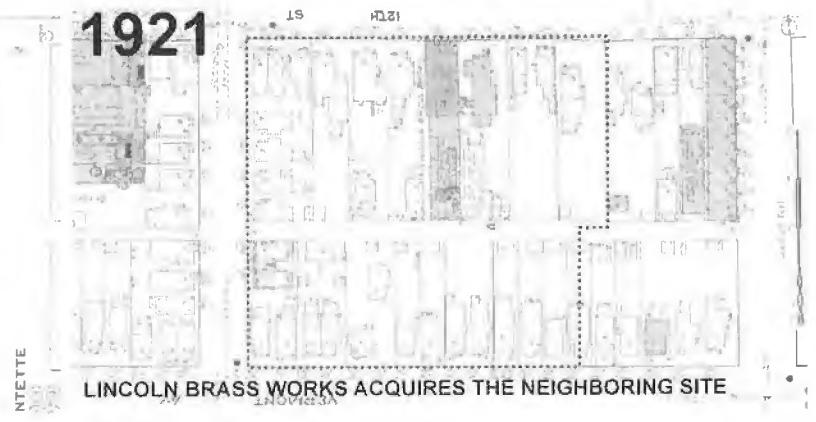


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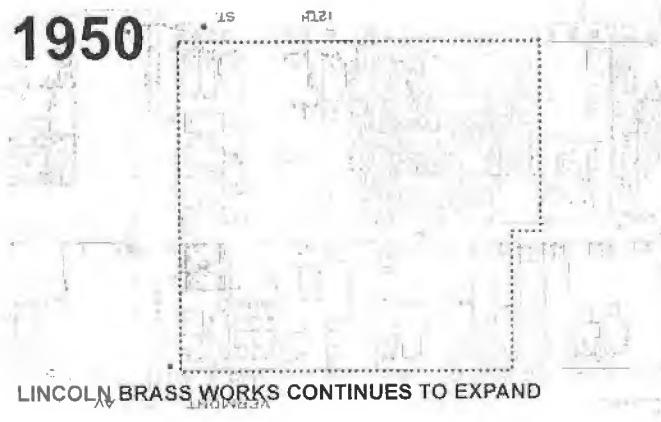
ORIGINAL HOME ON THE LINCOLN BRASS WORKS SITE

1921

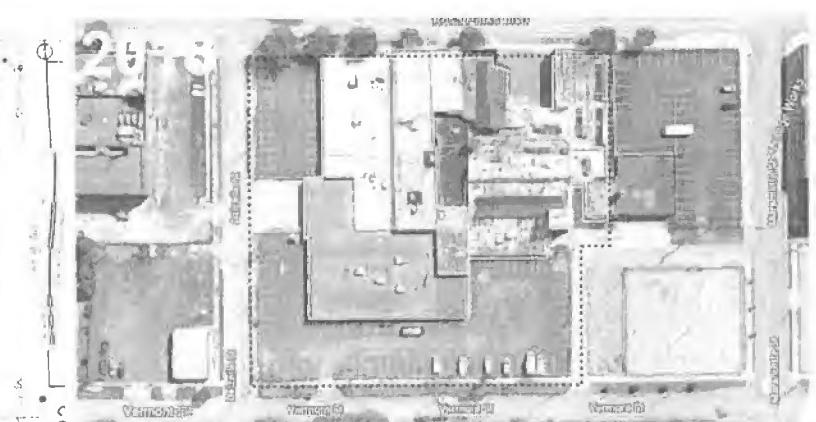


LINCOLN BRASS WORKS ACQUIRES THE NEIGHBORING SITE

1950



LINCOLN BRASS WORKS CONTINUES TO EXPAND



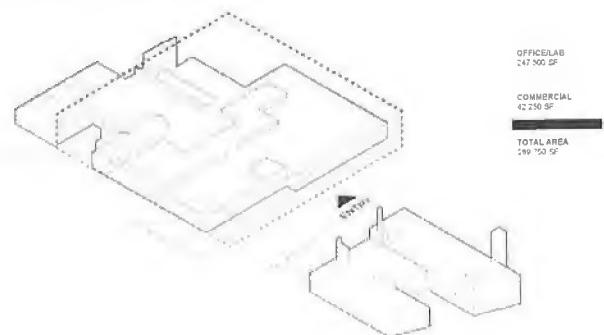
CURRENT CONDITION



CURRENT CONDITION



PROPOSED PROGRAM

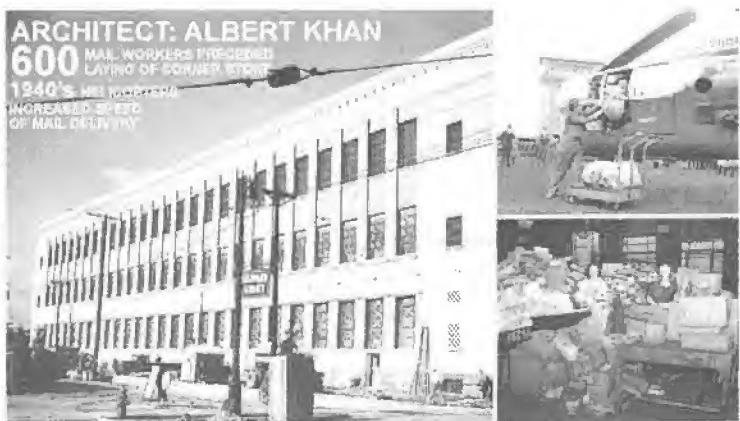




VIEW DOWN DALZELLE AVE. TOWARDS ROSA PARKS BLVD.



VIEW LOOKING UPON DALZELLE ST.

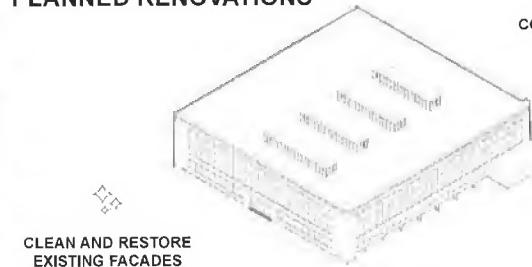


ARCHITECT: ALBERT KHAN

600 MAIL WORKERS FRIEDEN
LAYING OF CORNER STONE
1940's. MAIL WORKERS
INCREASED SPEED
OF MAIL DELIVERY



PLANNED RENOVATIONS

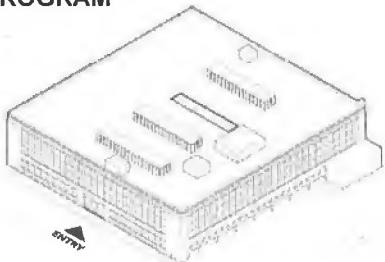


COMPLETE INTERIOR
RESTORATION

CLEAN AND RESTORE
EXISTING FACADES

REPLACE WINDOWS

PROPOSED PROGRAM



OFFICE
205,000 SF

COMMERCIAL
20,000 SF

CIRCULATION + BOH
48,000 SF

TOTAL AREA
273,000 SF

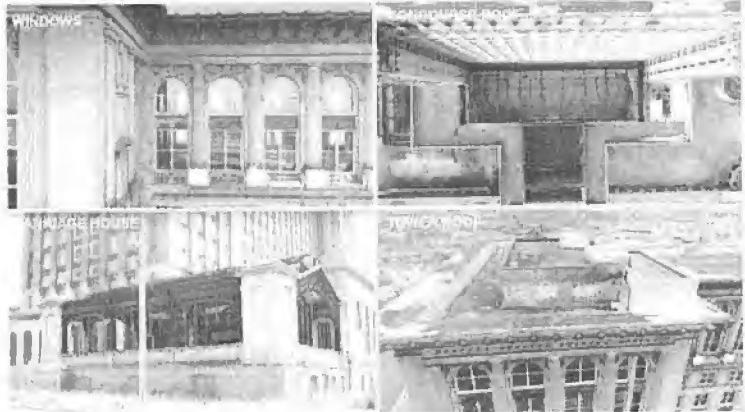


MICHIGAN CENTRAL STATION



4,000 PASSENGERS A
DAY
3,000 WORKERS
IN TOWER
30 YEARS
IN DECAY





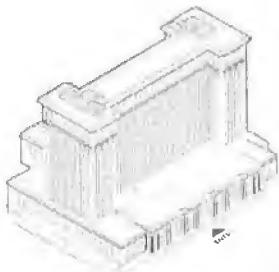
EXTERIOR RESTORATION



CORNICE STRUCTURE



PROPOSED PROGRAM



RESIDENTIAL
42,000 SF

OFFICE
11,500 SF

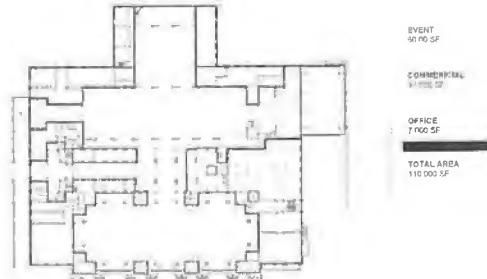
COMMERCIAL
43,000 SF

EVENT
60,000 SF

CIRCULATION+BH
19,000 SF

TOTAL AREA
155,500 SF

MAIN FLOOR





CONSTRUCTION

- 4 yrs. to complete Overall Project (late 2022)
- 3.5 mil man hours of work – approx. 2,000 construction jobs
- General Hours of Operation 7:00am to 3:30pm (Extended hours may be needed with in City guidelines)
- Laydown area and Construction Trailers to be contained on Ford Property (Attached Plan)
- Train Station (Restoration):**
 - Start Temporary Safety - Enclosure Sept/Oct 2018
 - Major Construction Early 2019
 - 12 months to get the building stabilized and drying out
 - 24 months to restore
 - 8 acres of Masonry to restore
 - 2 acres of Decorative Plaster to replicate
 - Over 1,200 Windows to Restore or Replace
- Book /Post Office (Rehabilitation):**
 - Start Temporary Safety – Enclosure Late 2018
 - Major Construction Early 2019
- Lincoln Brass Factory (New Construction):**
 - Demo to Start Late 2018
 - Air monitoring to take place before/during/after program
 - Wet operation to keep dust and debris to a minimum
 - Exterior elevators to be used to remove debris
 - Major work to start mid 2019

Example Temporary Roof



CORKTOWN

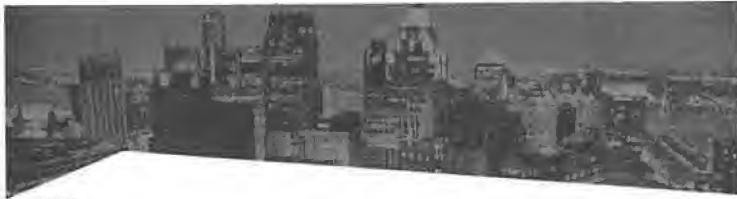
CONSTRUCTION PHASE/LAYDOWN PLAN



THANK YOU

Appendix 8.

**COMMUNITY BENEFIT PUBLIC MEETING #8
PRESENTATION
FORD RESPONSE TO COMMUNITY IMPACT REPORT**



DETROIT ECONOMIC GROWTH CORPORATION

Ford Investment – Net Benefit Overview
September 2018

Economic Impact Analysis Methodology

Customized economic impact model provided by Impact Data Source, a specialized national firm in the field of economic impact analysis and fiscal and economic forecasting.

Inputs Considered:

- Project Investment
- Permanent & temporary construction jobs (including salary & occupation industry)
- Project programming & uses (retail, office, residential, hotel, etc)
- Expected utility expenses
- Construction costs

Estimates Revenue & Benefit from the Following:

- Building Permits & Fees
- State revenue sharing – sales tax
- Taxable value of new property added to the tax rolls for the subject property
- New taxes & fees (property, sales, income, miscellaneous others)
- Anticipated additional costs (ex. Public safety) for each taxing district

Summary of Estimated Tax Abatement

	Estimated Abated Taxes (Detroit)	Estimated Abated Taxes (All Jurisdictions)	Time Period
Renaissance Zone	\$89,771,001	\$208,796,791	30 years
PA 210	\$4,014,699	\$8,541,857	10 years
OPRA	\$8,552,104	\$18,763,677	12 years
NEZ*	\$1,126,630	\$2,933,941	17 (reduces at yr 15)
Total	\$103,464,434	\$239,036,269	

*Benefit occurs directly to future condominium owner, rather than Ford

- Benefit to Ford – Operating cost reduction from reduced taxes to ensure long-term viability
 - Average annual reduction in Detroit related taxes: estimated \$2.97M (\$101.4M total reduction)
 - Average total annual reduction from all taxing jurisdictions including Detroit: \$6.85M (\$239M total reduction)
- \$370.1M in net fiscal benefit to the City (DEGC analysis) - \$10.5M annual benefit to the City in new fees and taxes

DEGC EVALUATION OF FORD PROJECT

Competitive Site Selection	Job Creation	Economic Feasibility	Historic Preservation	Net Benefit
<ul style="list-style-type: none"> • Competing against other states in the mid-west and on the west coast 	<ul style="list-style-type: none"> • 2,500 direct permanent jobs • 2,500 indirect jobs • 2,000 construction jobs • Local Hire commitments 	<ul style="list-style-type: none"> • High rehabilitation, clean-up and construction costs • Demonstrated "but for" need through financial underwriting 	<ul style="list-style-type: none"> • Restoration of iconic historic & blighted structures • Development consistent with Corktown neighborhood 	<ul style="list-style-type: none"> • \$370.1M in net fiscal benefit to the City over 35 years • \$10.5M annual benefit

Appendix 7.

**COMMUNITY BENEFIT PUBLIC MEETING #8
PRESENTATION
FORD RESPONSE TO COMMUNITY IMPACT REPORT**

**Welcome to the
Michigan Central Station
Ford Neighborhood
Advisory Council (NAC)
Meeting**

September 24, 2018

**Michigan Central Station and Ford –
*What it means for Detroit***



**Michigan Central Station and Ford –
*What it means for Detroit***



Michigan Central Station and Ford

A historic positive impact to the entire City of Detroit and the surrounding neighborhoods, including:

- Putting Detroit at center of the future for transit and mobility
- Ford Motor Company making the City of Detroit a permanent anchor for electric and autonomous vehicles
- Iconic restoration for Detroit by a global brand, founded in Detroit
- Investment of over \$700M to renovate historic Michigan Central Station and adjacent properties
- Net of abatements, \$300M in net new tax revenue to the City of Detroit over 30 years
- Elimination of blighted and contaminated properties within the neighborhood
- Historic windows and historically sensitive renovation

Ford Fund Overview

Leveraging Ford Fund

\$101M Investment in Detroit
past 10 years

\$14-20M annual investment

- Job and skilled trades training
- Entrepreneurship
- Arts and culture
- STEAM education programs



FORD RESOURCES AND ENGAGEMENT CENTERS: A Neighborhood Strategy for Social and Economic Mobility

"A business who only makes money is a poor business." — Henry Ford



In your community: Ford Resource and Engagement Center

Driving Economic Mobility and Inclusion

The Ford Resource and Engagement Center (FREC) is a collective impact model which drives economic mobility in Detroit neighborhoods.



- Food
- Affordable Housing
- Clothing
- Legal
- Safety



- ECONOMIC GROWTH

Key Indicators & Metrics

- 1 Viable Career Pathways
- 2 Place based strategy to access services
- 3 Affordable housing
- 4 Quality education
- 5 Social & Emotional Health
- 6 Safe and reliable transportation



QUALITY OF LIFE

- Volunteerism
- Arts and Culture
- Green space

Ford Resource Center Impact

- \$11.3 Million in Tax Returns
- 115 Small Businesses Received Services
- 6,000 completed job training program
 - 1,572 Job Interviews
 - 902 Job Placements
- 2.5 Million pounds of food distributed
- 1,500 received free legal services

Awards – INCLUSIVE PROCESS



Michigan Central Station Ford Neighborhood Advisory Council (NAC) Ford Response to Community Impact Report

Ford's Guiding Principles

- Do the right thing.
- Be the world's most trusted company.
- Freedom of movement drives human progress.
- Smart vehicles for a smart world.
- Create tomorrow together.
- Equity, inclusiveness, & innovation.
- BE A GOOD NEIGHBOR.

Ford's Vision for its Corktown Investment

- An embodiment of the smart world that Ford is helping to make possible.
- An unprecedented global center at the forefront of innovation.
- Re-creation of what mobility means for modern times.
- Elevating the economic opportunity of residents in the area.

WHAT WE HEARD FROM THE COMMUNITY



NEIGHBORHOOD IMPROVEMENTS

Community Asks

- Home repair loan programs/emergency home repair grants for seniors
- Facade improvement program for impact area businesses
- Improvements to neighborhood parks
- Roosevelt Park restoration
- Streetscape improvements

Ford Response

- Ford will contribute \$2.5 million to Strategic Neighborhood Core City Fund.
 - This leverages access to an additional \$1.5 million in federal and state funds.
 - Total value of \$4 million.
- Community Input process with City as to how the funds will be spent.

AFFORDABILITY

Community Asks

- Preserve affordable housing options in the impact area
 - Victor Alter Apartments
 - Clement Kern Gardens
- Support for small local businesses

Ford Response

- Ford will contribute \$2.5 million to Detroit's Affordable Housing Leveraging Fund.
 - This leverages access to an additional \$6 million in federal and state funds.
 - Total value of \$7.5 million.
- Ford will provide a path for Inclusion for small local businesses in its development and will participate in Motor City Match and other neighborhood economic development funding programs and tools.

Jobs for Detroiters

Community Asks

- Contribution to Golightly
- Scholarships
- Internships
- Hiring Hall

Ford Response

- Ford will contribute \$5 million to training and workforce development initiatives to ensure Impact Area Residents have increased access to training and job opportunities.
 - \$1 million to Golightly to help train both adult and youth for emerging technology jobs.
 - \$1 million to Grow Detroit's Young Talent
 - \$1 million support other training programs for in demand skilled trades jobs through Detroit at Work
 - \$2 million in funds to be invested in: workforce development programs; scholarships and programs for impact area youth pursuing careers in STEAM; entrepreneurship and other community programs to be decided upon with community input.
- Ford will create a local hiring hall to provide an established point to learn about and apply for Ford job openings.

MOBILITY

Community Asks

- Improve mobility options for the community
- Provide walkable and bikeable connectors
- Communicate intended mobility pilot projects
- Obtain community feedback

Ford Response

- Ford will create Mobility Experience Center in Corktown for community to give feedback on planned mobility deployments.
- Ford will support the May Creek project through land access which will provide additional walking and biking path options
- Ford will work with MDOT and city to try to secure Michigan Ave improvements, including more pedestrian crossings and improved signals.
- Ford will conduct City of Tomorrow Challenge worth \$1 million to study community mobility ideas and award funding for pilot programs.
- Ford will donate \$40,000 to add a MOGO bike station.
- Ford will work with regulatory entities prior to deploying any mobility solutions and will make sure residents are informed.

PRESERVE CULTURE

Community Asks

- Preserve historic feel and importance
- Assess ability to save Warren House

Ford Response

- Ford will restore Michigan Central Station to historic standards.
- Ford will keep the exterior of the Book Depository building intact.
- Ford will design Brass Factory with historic feel in mind.
- Ford will commit to assess the overall integrity of the Warren House and will evaluate all items that could be salvaged.

MITIGATE CONSTRUCTION IMPACT

Community Asks

- City Zoning and Landscaping Requirements are adhered to
- Good communication strategy throughout the project

Ford Response

- Establish an online portal and telephone hotline with project updates during construction, such as traffic changes and temporary street closures.
- Publishing the Environmental Protection Plan (EPP).
- Working with MDOT and the City of Detroit to develop a traffic control plan.
- Publishing a listing of the regulated building materials prior to demolition.
- Normal construction hours will be between 7 am and 7 pm.
- Advance notice if overtime or weekend work is scheduled.
- Holding construction update meetings.
- 48-hour response time to submitted concerns.
- Ensuring that there is enough parking on Ford lots for its construction workers.
- Security cameras, fencing, patrol, etc. for all construction storage areas.

ENSURE ENVIRONMENTAL SAFETY

Community Asks

- Ensure above and beyond measures are take to ensure the environmental safety of the neighborhood
- Mullet Park clean up post-construction

Ford Response

During construction phase, Ford will:

- Secure site, prevent unauthorized entrants, fencing.
- Remove regulated building materials prior to demolition – asbestos, fluorescent lights, oils, etc.
- Protect storm water drains and clean surrounding streets.
- Real-time monitoring for dust and volatile organic compounds during demolition.
- Detailed project boards will be developed and placed on the fence along Rosa Parks and Vermont.
- Frequent updates on boards and website – dust results, progress, etc.
- Urgent notifications/updates provided via website.
- Phone number provided for residents to call and ask questions.

NEIGHBORHOOD SAFETY

Community Asks

- Develop formal relationship between Ford Security and Detroit Police Department

Ford Response

- Ford commits to work with Detroit Police Department and neighborhood safety groups to determine the best model to improve overall safety for residents and workers.

CONTINUED COMMUNITY INPUT

Community Asks

- Commit to future community involvement with overall design of both parking structures.
- Review and participation in the Ford Master Planning Process.
- Will Ford allow the community to participate in the review and development of a Traffic Engineering Study.

Ford Response

- Ford commits to continuation of a community input process.
- Ford commits to a communications center at or near MCS that will be open to the public for easy access to project and construction information.
- Ford will commit to engage the community in the development of our Master Plan, including retail needs, installation of public artwork, parking structure design, need for any additional surface lots, etc.

COMMUNITY AMENITIES

Community Asks

- Commit to 10% of new retail to be community serving.
- If childcare or a school is provided to Ford employees, allow residents to have access as well.
- Allot small, permanent community space in MCS.

Ford Response

- Ford will explore community space for gathering as part of our master planning process.
- Ford commits to ensuring that all retail and services, such as child care facilities, that are within Ford buildings will be available to the public and inclusive.

SUMMARY OF FORD FINANCIAL COMMITMENTS & LEVERAGE IMPACTS

	Ford Funding CBO Commitment	Leveraged Funding Programs	Total
Workforce skills & Inclusion	\$5M	\$5M Donations for capital improvements	\$10M
Affordability of Housing	\$2.5M	\$5M State/Federal Investments	\$7.5M
Neighborhood Quality of Life	\$2.5M	\$1.5M Strategic Neighborhood Fund	\$4M
City of Tomorrow Challenge	\$1M		\$1M
Total	\$11M	\$11M+	\$22.5M

- In addition, Ford Fund annually provides over \$14 million of funding to Detroit programs and will continue to engage and support the impact area neighborhoods.
- Ford will also be providing various benefits to the impact area through access to facilities, in kind or other contributions for greenspace, site lines, security and leverage with other state and federal programming.

Program Summary + Investment Recap

City Role

- Leverage State and Federal money to support Ford's capital commitments
- Combine Ford Community benefits and these sources for specific capital investments
- Engage community on all investment decisions
- Use delivery systems to take three actions:
 - Protect impact area residents most vulnerable to change
 - Make improvements in the Public Realm
 - Create workforce opportunities for both residents in the Impact Area and City-wide

Addressing Concerns Regarding Displacement: \$2.5M to Affordable Housing Leverage Fund

- Administered through Local Initiatives Support Corporation (LISC)
- By 2023, the Affordable Housing Leverage Fund aims to:
 - Preserve as affordable 10,000 units that have affordability terms at risk of expiring
 - Produce 2,000 new affordable units, or 20% of development in the housing pipeline
- The \$250M fund is expected to leverage \$515M in equity, debt and tax credit support for a total investment of \$765M in projects.

Preservation Candidates in Impact Area

Victor Attar
29 Units
Ford support invested in preservation



Rio Vista
64 Senior Units
Ford funding invested in preservation



Example - Kamper Stevens



Location: Downtown
Address: 1410 Washington Blvd
Population served: Seniors
Total units: 163
Affordable units: 163

Action: affordable housing preserved for 30 years as a result of collaboration from developer (Roxbury), US Housing and Urban Development Department, Michigan State Housing Development Authority, and City of Detroit.

Example - The Hamilton



Location: Midtown
Address: 40 Davenport
Population served: Families and individuals
Total units: 97
Affordable units: up to 40

Action: preserved affordability of housing for up to 40 households by working with developer to guarantee modest (1% annually) rent increases for lifetime of each household returning to building after gut rehabilitation of building.

Example - The Flats (City Modern)



Location: Brush Park
Address: 124 Alfred
Population served: Seniors
Total units: 54
Affordable units: 54

Action: new development of 54 senior units in City Modern development. Financed using Low-Income Housing Tax Credits and assisted with project-based rental assistance.

Affordable Housing Leverage

Every dollar of private investment in affordable housing through AHLF yields three times that from Federal and State programs; Ford's investment will attract dollars to Detroit not otherwise committed

\$2.5M x 3 = \$7.5M

- MSHDA Grant Funding
- Federal Low Income Housing Tax Credits

***\$2.5M Represents half of City's annual allocation of affordable housing support from HUD**

**Addressing Concerns Regarding Neighborhood Impacts:
\$2.5M to Strategic Neighborhood Fund**

- Administered by Invest Detroit, a local Community Development Financial Institution (CDFI)
- \$130M Fund invested in:
 1. Community engagement and planning in neighborhoods
 2. Streetscapes
 3. Park improvements
 4. Single-family home rehabilitation
 5. Mixed-use/Multifamily

Ford SNF Support Investment Candidates

- Investments in Park improvements, Single Family stabilization, and Multifamily as determined through community engagement
- Set aside of at least \$750,000 of these funds into a community advised fund managed through one of three models, the mechanics of which need further exploration:
 - 1) Partnership with **Invest Detroit** (conversations ongoing)
 - 2) Make request to **Community Foundation of Southeast Michigan** to host fund
 - 3) Other model involving local community-based organization

Park Investment Candidates



Roosevelt Park



Nagel Park

Home Repair Loans and Grants



Example - The Coe



Location: West Village
Address: 1462 Van Dyke
Development Program: 20% Affordable, ground floor retail for local businesses



Example - Clark Park Improvements

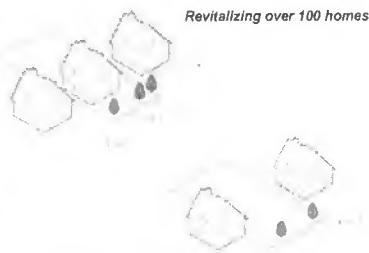


Location: Southwest Detroit
Program: Improved crossings, new LED lighting, improved plaza space and programming, splash pad

Example - Fitzgerald Single Family



Location: Livernois McNichols



Revitalizing over 80 lots

Strategic Neighborhood Leverage

Every dollar of private investment in neighborhoods through SNF yields about 1.5 times that from lending institutions; Ford's investment will attract additional lending for capital improvements

$$\$2.5M \times 1.5 = \$4M$$

- Private lending for Home Repair Loans
- State Parks Funding

Addressing Concerns Regarding Workforce: \$5M to Workforce Development Programs

- Administered by Detroit Economic Solutions Corp (DESC) and Ford Fund
- Includes:
 - \$1M to Golightly
 - \$1M to Grow Detroit's Young Talent and Internships
 - \$1M to Detroit@Work/Skilled Trades
 - \$2 million in funds to be invested with community input

Workforce Development Leverage

Investment in the City of Detroit's Career Technical Centers will leverage an additional \$5M in donations to support renovations, new equipment and support of high school and adult training.

\$5M + \$5M= \$10M

Example: Randolph Technical



- Workforce Training Programs:**
- Carpentry
 - AutoCAD
 - Electrical
 - HVAC
 - Masonry
 - Plumbing & Pipefitting



SUMMARY OF FORD FINANCIAL COMMITMENTS & LEVERAGE IMPACTS

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Total	\$11M	\$11M+	\$22.5M

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Richard Drumb
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Deborah Goldstein

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City of Detroit
CITY COUNCIL
LEGISLATIVE POLICY DIVISION
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226
Phone: (313) 224-4946 Fax: (313) 224-4336

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TO: The Honorable Detroit City Council

FROM: David Whitaker, Director
Legislative Policy Division Staff

DATE: October 4, 2018

RE: Real Property at 12412, 12418, 12420, 12430 and 12436 Van Dyke, Detroit, MI 48234 and if any Medical Marihuana uses under the MMFLA would be permissible.

This report is in response to an inquiry made by Council Member Scott Benson at the Planning and Economic Development Standing Committee meeting of Thursday, October 4, 2018 in regarding to the above referenced properties, which are subject to a pending purchase agreement between the City of Detroit and Mr. Ryan Riddle.

The question at hand is whether the subject properties could at any point and time be utilized for a medical marihuana related use under the provisions of the Medical Marihuana Facilities Licensing Act (MMFLA) and the City of Detroit Zoning Ordinance. LPD staff has reviewed the provisions of the City of Detroit's Medical Marihuana provisions which will take effect on Monday, October 15, 2018 and have determined that two of the five medical marihuana related uses may be permissible.

The current zoning classification of the subject properties is B4 (General Business District) which could allow either a Provisioning Center Facility, or a Safety Compliance Facility.

Sec. 61-3-355 (a)(3) states:

"Medical marihuana provisioning center facilities may be permitted on a conditional basis in the B2, B4, B5, B6, M1, M2, M3, M4 and SD2 zoning districts but must not be permitted in any zoning district if the citywide total number of legally established provisioning center facilities

and medical marihuana caregiver centers for which a building permit or certificate of compliance has been issued is equal to or greater than seventy-five (75);”

While the City of Detroit has yet to issue licenses for medical marihuana provisioning centers under the newly adopted zoning scheme, LPD staff notes that there is a religious institution within 1,000 radial feet of the subject properties which would preclude the property owner from establishing a provisioning center at the subject location. Exodus Missionary Baptist Church located at the intersection of Castle Avenue and Kenney Street is approximately 960 radial feet from the subject parcels. Sec. 61-3-355(b)(3)(A) states:

“A medical marihuana caregiver center or medical marihuana provisioning center facility must not be located in any of the following:...(3)(A) One thousand (1,000) radial feet from any zoning lot occupied by any religious institution identified as exempt by the City Assessor...”

The City of Detroit Assessor’s Office shows Exodus Baptist Church being located at 8173 Kenney Street as being tax exempt. Should at any point in time the property located at 8173 Kenney Street lose its tax exempt status, there does not appear to be any other barriers to the subject properties located at 12412-12436 Van Dyke being utilized as a medical marihuana provisioning center.

Sec. 61-3-355 (a)(4) states: “Medical marihuana safety compliance facilities may be permitted on a conditional basis in the B2, B4, B5, B6, M1, M2, M3, M4, M5 and SD2 zoning districts;”

Given that there are no spacing or concentration restrictions associated with medical marihuana safety compliance facilities under the provisions of Chapter 61 of the Detroit City Code, should the property owner be able to secure licensing from the State of Michigan, they could be permitted to operate such a facility at this location.

If Council has any other questions or concerns regarding the subject, LPD will be happy to provide further research and analysis upon request.



October 1, 2018

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Detroit City Council
1340 Coleman A. Young Municipal Center
Detroit, MI 48226

**RE: Exercise of Purchase Option
Mistersky Tank Farm a/k/a (part of) 5425 W. Jefferson**

Honorable City Council:

On April 5, 2007, your Honorable Body approved the sale of the storage tank site adjacent to the Mistersky Power Plant, (part of) 5425 W. Jefferson, to Waterfront Terminal Holdings LLC, a Michigan Limited Liability Company, for the amount of \$1,900,000. The property contained approximately 9.2 acres and is zoned M4 (Intensive Industrial District).

Excluded from the purchase was a small building, surrounded by Waterfront's property, known as the Screen House. As part of the purchase agreement, the City retained easements and access to the Screen House along with the underground infrastructure, steam line and other improvements (the foregoing items, including the Screen House, collectively known as, the "Screen House Improvements"). As stipulated in the agreement, Waterfront Holding was granted the exclusive option to purchase the Screen House Improvements, in the event of the permanent cessation of the operation of the Screen House for the Mistersky Power Plant. This area of land consists of approximately 3449 square feet.

The power generation operations connected to the Screen House for the Mistery Power Plant have ceased completely; power is now obtained through DTE Energy. The City has undertaken the complete cessation of operations of the Screen House. Waterfront Holdings now wishes to exercise its option to purchase the Screen House Improvements. Per the terms of the agreement, the purchase price is to be \$61,081 (\$50,000 in 2007 dollars, adjusted for inflation).

We, therefore, request that your Honorable Body approve the sale and authorize the Planning and Development Department Director, or his authorized designee, to issue a quit claim deed to the property as more particularly described in the attached Exhibit A, and such other documents as may be necessary to effectuate the sale of (part of) 5425 W. Jefferson, to Waterfront Terminal Holdings LLC, a Michigan Limited Liability Company, for the amount of \$61,081.

Respectfully submitted,

Maurice Cox
Director
Planning & Development Department

MC/AJM

cc: Stephanie Washington, Mayor's Office



By Council Member _____

WHEREAS, On April 5, 2007, your Honorable Body approved the sale of the storage tank site adjacent to the Mistersky Power Plantt, (part of) 5425 W. Jefferson, to Waterfront Terminal Holdings LLC, a Michigan Limited Liability Company. Excluded from the purchase was a small building, surrounded by Waterfront's property, known as the Screen House. As part of the purchase agreement, the City retained easements and access to the Screen House along with the underground infrastructure, steam line and other improvements (the foregoing items, including the Screen House, collectively known as, the "Screen House Improvements"). This area of land consists of approximately 3449 square feet and is zoned M4 (Intensive Industrial District); and

WHEREAS, As stipulated in the executed purchase agreement, Waterfront Holding was granted the exclusive option to purchase the Screen House Improvements, in the event of the permanent cessation of the operation of the Screen House for the Mistersky Power Plant; and

WHEREAS, The power generation operations connected to the Screen House for the Misterky Power Plant have ceased completely; power is now obtained through DTE Energy. The City has undertaken the complete cessation of operations of the Screen House; and

WHEREAS, Waterfront Holdings now wishes to exercise its option to purchase the Screen House Improvements. Per the terms of the agreement, the purchase price is to be \$61,081 (\$50,000 in 2007 dollars, adjusted for inflation).

NOW, THEREFORE BE IT RESOLVED, That in accordance with the foregoing communication, the Planning and Development Department Director, or his authorized designee, be and is hereby authorized to issue a quit claim deed to the Screen House Improvements, (part of) 5425 W. Jefferson, more particularly described in the attached Exhibit A, and to execute such other documents as may be necessary to effectuate the subsequent sale of this property, to Waterfront Terminal Holdings LLC, a Michigan Limited Liability Company, for the amount of \$61,081; and

BE IT FINALLY RESOLVED, that the Director of the Planning and Development Department, or his authorized designee, be and is hereby authorized to execute any required instruments to make or incorporate technical amendments or changes to the deed and such other documents as may be necessary to effectuate the sale (including but not limited to corrections to or confirmations of legal descriptions, or timing of tender of possession of particular parcels) in the event that changes are required to correct minor inaccuracies or are required due to unforeseen circumstances or technical matters that may arise prior to the conveyance of the Property, provided that the changes do no materially alter the substance or terms of the transfer and sale.

(See Attached Exhibit A)

EXHIBIT A

A PARCEL OF LAND IN THE CITY OF DETROIT, WAYNE COUNTY, MICHIGAN BEING DESCRIBED AS PART OF LOTS 5 AND 6 OF THE "PLAT OF PRIVATE CLAIM NO. 30 AND BACK CONCESSION THEREOF" AS RECORDED IN LIBER 1, PAGE 67 OF PLATS, WAYNE COUNTY RECORDS; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS BEGINNING AT A POINT S.34°06'08"W. 137.29 FEET AND N.55°53'52"W. 26.68 FEET FROM THE SOUTHEAST CORNER OF LOT 5 OF THE "PLAT OF PRIVATE CLAIM NO. 30 AND BACK CONCESSION THEREOF"; THENCE N.55°53'52"W 30.00 FEET; THENCE S.34°06'08"W. 115.00 FEET; THENCE S.55°53'52"E. 30.00 FEET; THENCE N.34°06'08"E. 115.00 FEET TO THE POINT OF BEGINNING. CONTAINING 0.0792 ACRES, MORE OR LESS.



CITY OF DETROIT
PLANNING AND DEVELOPMENT DEPARTMENT

COLEMAN A. YOUNG MUNICIPAL CENTER
2 WOODWARD AVENUE SUITE 808
DETROIT, MICHIGAN 48226
(313) 224-1339 • TTY:711
(313) 224-1310
WWW.DETROITMI.GOV

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October 8, 2018

Detroit City Council
1340 Coleman A. Young Municipal Center
Detroit, MI 48226

**RE: Community Benefits Provision for Tier 1 Development Projects
Corktown Area Projects – Ford Motor Company**

Honorable City Council:

Ford Motor Company (“Ford”), a 115-year old global company based in Dearborn, Michigan, is undertaking the redevelopment of the former Michigan Central Station building and former DPS Book Depository buildings, as well as construction of a new building at the site of the former Lincoln Brass Factory (collectively the “Project”) in the City of Detroit’s Corktown area generally bounded by I-75 to the north, Newark to the south, Trumbull to the east and 20th Street to the west.

Under the City of Detroit Ordinance 35-16 (“Ordinance”), codified in Chapter 12, Article XII of the Detroit City Code (“Code”), development projects that qualify as a “Tier 1 Development Project” are subject to certain community engagement procedures (the “CBO Process”). Because the Project is expected to incur an investment of at least \$75 million and to involve the abatement of more than \$1 million in City taxes, the Project qualifies as a Tier 1 Development Project under the Ordinance and thus is subject to the CBO Process.

The Project was reviewed by a Neighborhood Advisory Council (“NAC”) as part of the CBO Process to ascertain the community’s concerns related to any impacts the Project may have on the surrounding community and the ways by which Ford plans to address those impacts. A Community Benefits Report was prepared for the Project as a result of the CBO Process and such report has been submitted in accordance with Section 14-12-3 of the Code. Ford has agreed to address the concerns raised during the CBO Process by entering into that certain “Community Benefits Provision for Tier 1 Development Projects – Corktown Area Projects” that is included as Exhibit A to the attached resolution (the “Provision”).

We hereby request that your Honorable Body adopt the attached resolution that approves the Provision in furtherance of the Project.

Respectfully submitted,

Maurice Cox, Director
Planning and Development Department

cc: S. Washington (Mayor’s Office)



RESOLUTION

BY COUNCIL MEMBER: _____

NOW, THEREFORE BE IT RESOLVED, that the “Community Benefits Provision for Tier 1 Development Projects – Corktown Area Projects” attached hereto as Exhibit A (the “Provision”) is hereby approved, and be it further

RESOLVED, that the Director of the City of Detroit, Planning and Development Department (“P&DD Director”), or his authorized designee, is hereby authorized to execute the Provision; and be it further

RESOLVED, that the Provision will be considered confirmed when executed by the P&DD Director, or his authorized designee, and approved by the Corporation Counsel as to form.

EXHIBIT A

COMMUNITY BENEFITS PROVISION
FOR
TIER 1 DEVELOPMENT PROJECTS

(Corktown Area Projects)

[SEE ATTACHED]

**COMMUNITY BENEFITS PROVISION
FOR
TIER 1 DEVELOPMENT PROJECTS**

(Corktown Area Projects)

THIS COMMUNITY BENEFITS PROVISION (“Provision”) is entered into as of its Effective Date, as hereinafter defined, by and between the CITY OF DETROIT, a Michigan municipal corporation acting through its Planning and Development Department (“CITY”), and Ford Motor Company (“DEVELOPER”) on behalf of itself and its Affiliates (as defined below). The CITY and the DEVELOPER may each be referred to herein as a “Party” or collectively as the “Parties” to this Provision, as applicable.

RECITALS

WHEREAS, DEVELOPER is undertaking (1) the rehabilitation and redevelopment of the former Michigan Central Station building, (2) redevelopment of the former DPS Book Depository buildings and (3) new construction at the site of the former Lincoln Brass Factory (individually a “Project,” and collectively the “Projects”), including associated parking facilities for the Projects.

WHEREAS, under City of Detroit Ordinance No. 35-16 (“Ordinance”), codified in Chapter 14, Article XII of the Detroit City Code (“Code”), effective as of November 29, 2016, certain development projects referred to therein as “Tier 1 Development Projects” are subject to certain community engagement procedures as set forth in the Ordinance (as in existence as of the date hereof, the “CBO Process”) to determine the outstanding issues related to the Projects; and the best means of mitigating the concerns of the community pertaining directly to the development of the Projects.

WHEREAS, because the Projects are expected to incur an investment of at least \$75 million and to involve the abatement of more than \$1 million in city taxes, the Projects qualify as a ‘Tier 1 Project’ under the Ordinance and thus are subject to the CBO Process.

WHEREAS, the Projects were reviewed under one CBO process by one Neighborhood Advisory Council (“NAC”) and the CITY has prepared a single Community Benefits Report (“Report”) regarding the Projects, all in accordance with Section 14-12-3 of the Code, that concerns that certain geographic area in the City of Detroit defined in the Report as the “Impact Area”.

NOW THEREFORE, the CITY and DEVELOPER agree as follows:

Section 1: Addressing Community Impacts. The DEVELOPER understands that through the community engagement process set forth in the Ordinance, certain concerns have been raised by the Neighborhood Advisory Council regarding the Projects’ anticipated impact on the community, all of which are itemized in the Report. The DEVELOPER acknowledges these concerns by agreeing to the commitments set forth in the attached Exhibit A, which is incorporated herein by reference.

Section 2: Continued Community Engagement. DEVELOPER has been actively engaging with the community for input and will continue to do so throughout the development of the Projects. The DEVELOPER acknowledges and understands that pursuant to Section 14-12-3(f)(3) of the Code, the CITY will facilitate at least one (1) meeting annually between the DEVELOPER and the NAC. The CITY will facilitate, and the DEVELOPER must attend, such meetings on an annual basis for a period of two (2) years following the Effective Date of this Provision. The purpose of such meetings will be to discuss anticipated or actual impacts of the Projects on the community in connection with the development of the Projects and to coordinate the implementation of the DEVELOPER's efforts to address such impacts, among other topics that the CITY may determine.

Section 3: Compliance Reports. The DEVELOPER must submit to the CITY annual compliance reports that summarize the DEVELOPER's progress on and compliance with the obligations set forth on Exhibit A and the other community engagement obligations set forth herein.

Section 4: Recordkeeping and Reporting. Each Party will maintain information pertinent to its activities under this Provision for at least two (2) years following the expiration or earlier termination of this Provision, but in no case for less time than may be required to maintain compliance with Applicable Laws.

Section 5: Indemnification. The DEVELOPER will indemnify, defend, and hold the CITY harmless against and from any and all liabilities, obligations, damages, penalties, claims, costs, charges, losses and expenses, including, without limitation, reasonable fees and expenses for attorneys, expert witnesses and other consultants (collectively "Claims") that may be imposed upon, incurred by, or asserted against the CITY or its departments, officers, employees, or agents by reason of any failure by the DEVELOPER to perform its obligations under this Provision, except where remedies or enforcement are provided by Applicable Law or a separate agreement referenced in this Provision, and excluding any Claims to the extent caused by the gross negligence or willful misconduct of the CITY or its departments, officers, employees or agents.

Section 6: Compliance with Laws. Each Party acknowledges that it is individually responsible for maintaining compliance in all respects with all applicable federal, state, and local laws, rules, regulations, and orders having the binding effect of law (collectively "Applicable Laws"). Neither Party will be responsible for ensuring the other Party's compliance with Applicable Laws at any time, unless so required under Applicable Laws.

Section 7: Non-Discrimination. The DEVELOPER will, in addressing community impacts as set forth in Section 1 herein, or in performing its activities set forth herein, refrain from refusing, restricting, withholding, or denying any accommodations, services, privileges, advantages or facilities or otherwise discriminating, whether directly or indirectly, on the basis of race, color, ethnicity, national origin, religious beliefs or practices, age, disability, pregnancy, marital status, parental status, military status, employment or educational status, gender, sex, sexual orientation, gender identity or expression, or any other protected or designated classification, in accordance with Chapter 27 of the Detroit City Code and other Applicable Laws.

Section 8: Community Reporting. The Parties acknowledge and understand that pursuant to Section 14-12-3(f)(4) of the Code, members of the community may report to the NAC allegations of the DEVELOPER's failure to comply with this Provision. Community members can submit such reports to the CITY by personal delivery with receipt obtained or by registered or certified first-class mail with return receipt requested at the following address:

City of Detroit, Planning & Development Department
2 Woodward Avenue, Suite 808
Detroit, MI 48226
Attention: Director

The CITY will forward all such reports from community members to the NAC for the Projects, which may take further action in accordance with Section 14-12-3(f) of the Code.

Section 9: Breach and Default. The failure by either Party to comply with its obligations under this Provision, which is not caused by the other Party's failure to comply with its own obligations under this Provision, will constitute a material breach of this Provision.

- A. In the event of DEVELOPER's material breach of this Provision, the DEVELOPER will be considered to be in default of this Provision upon the DEVELOPER's failure to cure such breach within sixty (60) days after written notice of such breach and demand to cure by the CITY, provided, however, that if the nature of DEVELOPER's default is such that more than sixty (60) days is reasonably required for its cure, then DEVELOPER will not be deemed to be in default if DEVELOPER, with the CITY's acknowledgment and consent, commences such cure within said period and thereafter diligently pursues such cure to completion.
- B. In the event of DEVELOPER's violation of this Provision, DEVELOPER will comply with such enforcement and mitigation efforts as are determined by the Enforcement Committee in consultation with the NAC, or City Council (as applicable), until the City Council has determined that DEVELOPER is in compliance or has taken adequate steps to mitigate violations, all in accordance with Section 14-12-3(f) of the Code. Notwithstanding anything to the contrary contained in the Code or herein, (1) in no event shall the total enforcement and mitigation efforts determined for a default of this Provision exceed the total value of actual benefits received by DEVELOPER from the City for the Projects and (2) monetary damages shall be limited to the CITY's clawback of abatements of taxes received by DEVELOPER as of the date of default as provided in Section 14-12-3(e)(1)a. of the Code.
- C. In the event of the CITY's material breach of this Provision, the CITY will be considered to be in default of this Provision upon the CITY's failure to commence its cure of such breach and thereafter diligently pursue such cure to completion within ninety (90) days after written notice of such breach and demand to cure by the DEVELOPER.

Section 10: Effective Date, Term, and Termination. This Provision has no force or effect until the date upon which it has been fully executed by the duly authorized representative of the CITY

(if necessary, pursuant to the resolution of the Detroit City Council as approved by the Mayor of the City of Detroit), and has been approved by the City of Detroit Law Department (“Effective Date”). This Provision will remain in effect until substantial completion (excluding any tenant buildouts) of the Projects or earlier termination by the Parties if so approved by the City Council, provided that all of the DEVELOPER’s obligations set forth in Exhibit A have been materially completed. All financial commitments of DEVELOPER set forth in Exhibit A are payable upon terms that are mutually agreed to by the Parties, however in no event shall such financial commitments be paid by DEVELOPER later than six (6) years from the Effective Date.

Section 11: Amendments. No amendment to this Provision will have any force or effect against either Party unless it is in writing, expressly makes reference to this Provision, is fully executed by the duly authorized representative of the CITY (if necessary, pursuant to the resolution of the Detroit City Council as approved by the Mayor of the City of Detroit) and DEVELOPER, and is approved by the City of Detroit Law Department.

Section 12: Notices. All notices, requests, notifications, and other communications (collectively, “Notices”) required under Sections 9, 11 and 12 of this Provision shall be in writing and sent by United States mail, registered or certified, return receipt requested, postage prepaid, or sent by express, overnight courier to the respective parties at the addresses listed below, and shall be deemed delivered one (1) business day after the delivery or mailing date:

If to CITY: City of Detroit, Planning & Development Department
 2 Woodward Avenue, Suite 808
 Detroit, MI 48226
 Attention: Director
 (coxmi@detroitmi.gov and gagek@detroitmi.gov)

With a copy to: City of Detroit, Law Department
 2 Woodward Avenue, Suite 500
 Detroit, MI 48226
 Attention: Corporation Counsel
 (garcial@detroitmi.gov)

If to DEVELOPER: Ford Motor Company
 World Headquarters, Room 612
 Dearborn, MI 48126
 Attention: Kelli Murphy,
 Office of Tax Counsel
 (kmurph61@ford.com)

With a copy to: Ford Motor Company
 World Headquarters
 One American Road
 Dearborn, MI 48126
 Attention: Office of the Corporate Secretary

Any other written communications provided in connection with this Provision (e.g., Compliance Reports required under Section 3) may be communicated via e-mail.

Either Party to this Provision may change its address and/or e-mail contact information for the receipt of Notices and other written communications at any time by giving written notice thereof to the other as herein provided.

Section 13: Miscellaneous Terms.

- A. **Independent Parties; Effect of Agreement.** Each Party acknowledges that the CITY and the DEVELOPER are independent of each other and do not intend, as a result of this Provision or otherwise, to become a joint venture, partners, employees, servants, agents, representatives, contractors, or any type of related business entities to one another with respect to the subject matter of this Provision. DEVELOPER and CITY acknowledge and agree that this Provision, and the performance of the obligations hereunder, is intended to satisfy the obligations of the Ordinance and the CBO Process.
- B. **Assignment.** This Provision sets forth DEVELOPER's intended activities to address impacts on the community by the Projects in accordance with the Ordinance. The DEVELOPER may not delegate or assign this Provision, or any portion thereof, either voluntarily or involuntarily, or by operation of law. In the event DEVELOPER sells, assigns or transfers (whether by operation of law, foreclosure or otherwise) a Project to a non-Affiliate, DEVELOPER's successor shall be bound by all of the obligations hereunder that accrue on and after the date of such sale, assignment or transfer (excluding the obligations set forth as item 6 on Exhibit A), provided that DEVELOPER shall remain solely responsible for any breach of this Provision that occurs prior to the date of such sale, assignment or transfer. "Affiliate" means any entity that controls, is controlled by or under common control with DEVELOPER.
- C. **Force Majeure.** In the event of enforced delay in the DEVELOPER's performance of its obligations under this Provision due to unforeseeable causes beyond its control and without its fault or negligence, including, but not restricted to, acts of God or of the public enemy, fires, floods, epidemics, or severe weather, the time for performance of such obligations shall be extended for the period of the enforced delays; provided that the DEVELOPER must within thirty (30) days after the beginning of such enforced delay, have first notified the CITY in writing of the causes thereof and requested an extension for the period of the enforced delay. In the event that there is any dispute as to what constitutes such *force majeure* event, the determination of the CITY will control.
- D. **Choice of Law and Venue.** The Parties acknowledge that this Provision will be governed by the laws of the State of Michigan, excluding its choice of laws rules. Any legal suit, action or proceeding arising out of this Provision will be instituted in the federal courts of the United States of America or the courts of the State of Michigan, in each case located in the City of Detroit and County of Wayne, and each Party irrevocably submits to the exclusive jurisdiction of such courts in any such suit, action, or proceeding. For the avoidance of doubt, any remedy for or enforcement of a breach of the obligations hereunder

that relate to Applicable Law or a separate agreement referenced in this Provision shall be governed solely by such Applicable Laws or such separate agreement.

- E. **Severability.** In the event that any provision in this Provision is found by a court to be impermissible or illegal, then that provision shall be stricken from the Provision and shall be replaced by a provision that is permissible and legal and by mutual agreement of the Parties comes closest to expressing the intent of the stricken provision. The remainder of the Provision shall remain in full force and effect in accordance with its original overall intent.
- F. **Counterparts.** This Provision may be executed in multiple counterparts, each of which shall be deemed to be an original, but all of which together shall constitute but one document. Each counterpart may be executed by facsimile or electronic signature, which will be deemed to be an original signature, to the extent permitted by Applicable Law.
- G. **Authority of City.** Notwithstanding anything in this Provision or otherwise to the contrary, the CITY is not authorized or obligated to perform any of its obligations pursuant to this Provision until this Provision has been fully executed by the duly authorized representative of the CITY (if necessary, pursuant to the resolution of the Detroit City Council as approved by the Mayor of the City of Detroit), and has been approved by the City of Detroit Law Department. Any amendments or modifications must likewise be duly signed (if necessary, authorized by resolution of the City Council and approved by the Mayor), and must be approved by the Law Department, to be enforceable against the CITY.

[Signature are on the following page]

IN WITNESS WHEREOF, the Parties have executed this Provision as of the dates shown below, to be effective as of the Effective Date.

CITY OF DETROIT,
a Michigan municipal corporation

By: _____

Name: _____

Its: _____

Date: _____

DEVELOPER: FORD MOTOR COMPANY

RH

By: Ronald Lang

Name: Ronald Lang

Its: Chief Tax Officer

Date: Oct. 8, 2018

Approved by Corporation Counsel pursuant to
§7.5-206 of the 2012 Charter of the City of Detroit.

Corporation Counsel

EXHIBIT A

DEVELOPER'S COMMITMENTS

(Corktown Area Projects)

1. Create and Protect Affordable Housing in the Impact Area to help Existing Residents

- A. Developer will invest a total of \$2.5M dollars in the Affordable Housing Leverage Fund (“AHLF”), which, to the extent possible, may be invested by the AHLF or its fiduciaries or intermediaries in projects that preserve affordable housing in the Corktown Neighborhood. Examples of such projects may include:
- Victor Attar Apartments
 - Clement Kern Apartments
 - Alberta King Apartments
 - Rio Vista Apartments.

2. Support Neighborhood Development

- A. Developer will invest a total of \$2.5M dollars to the Strategic Neighborhood Fund or such other comparable fund as mutually agreed to by the Parties that is administered by Invest Detroit with direction from the City (“SNF”) and that benefits neighborhood development, which, to the extent possible, may be invested by SNF or its fiduciaries or intermediaries in the following targeted activities:
- Funding the rehabilitation of City parks in the Impact Area,
 - 0% Home Repair loans and grants,
 - A neighborhood improvement fund, initially capitalized with \$750,000 of Developer’s investment to be invested with its interest income deployed annually and allocated by a community panel through a “pitch” competition or community engaged budget process.
- C. Developer is committed to participating in the City's Greater Corktown planning process. In addition, Developer will work with Michigan Department of Transportation (“MDOT”) and the City to try to secure Michigan Ave. improvements, including more pedestrian crossings and improved signals and work to develop a traffic control plan (during and post construction) that will be made available to the public. Developer’s investment to SNF could support streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through a neighborhood planning process to mitigate or address the specific impacts raised by the NAC.

- 3. Ensure Impact Area Residents Have Increased Access to Training and Job Opportunities through a funding commitment totaling \$5M and to be dedicated in accordance with the following:**
 - A. Developer will contribute \$1M to the Golightly Tech and Innovation School to train both adults and youth for emerging technology jobs.
 - B. Developer will be creating a local hiring hall to serve as an established entry point for Detroit residents to enable Impact Area residents to apply for Ford job openings and to be referred to job training resources as needed. The location (to be within the Impact Area) and timing will be identified by Developer at a later date.
 - C. Developer will commit \$2M specifically to be invested in programs such as: workforce development, scholarships and programs for Impact Area youth pursuing careers in STEAM; entrepreneurship and other community programs to be decided upon with community input.
 - D. To ensure access to education, training and job opportunities, Developer will commit \$1M to Grow Detroit Young Talent.
 - E. Developer will continue to support Wayne County Community College as a local resource.
 - F. Developer will commit \$1M to support other training programs for in-demand skilled trades through Detroit at Work to address training resources.
- 4. Ensure Impact Area Businesses are not Displaced and that all New Retail and Services are Accessible to the Community**
 - A. Developer will provide a path for inclusion for small local businesses within its Ren Zone developments and will participate in Motor City Match and other neighborhood-led economic development funding tools to support the existing retail experience.
 - B. Developer commits that all retail and service amenities in Developer-owned buildings within the Ren Zone will be accessible to the public. Developer will take into account a retail gap analysis to balance expected future Developer and community retail needs.
 - C. Developer will patronize local businesses during construction of its developments within the Ren Zone and will encourage employees to patronize local businesses following completion of such developments.

5. Continue Community Engagement for as long as Developer is in the Neighborhood

- A. Developer will continue with community engagement for as long as Developer owns or operates a Project.
- B. Developer will continue to actively involved in the community and seek input for its Master Plan for the Projects. Examples include identifying retail needs, installation of public artwork, parking structure design, need for additional surface parking, etc. Developer specifically commits to a communications center at or near Michigan Central Station that will be open to the public for easy access to project and construction information as well as other community programming.
- C. Developer will submit all site plans through the standard planning review process, which includes City of Detroit Planning and Development and Buildings, Safety Engineering and Environmental Department review. Developer will provide a courtesy presentation of the former Brass Factory Project new construction development at the local Historic District Commission public meeting.
- D. Developer commits to publishing its Environmental Protection Plan (EPP) and will make that report accessible and available to the public. Developer will also monitor and publish a listing of the regulated building materials found at the Projects prior to demolition and make that report accessible and available to the public.
- E. Developer will abide by all existing ordinances and laws, including the City's Community Benefits Ordinance.
- F. Developer is open to including public art on its sites within the Projects.

6. Engage Impact Area Residents in Mobility Planning and Development

- A. Developer commits to engaging the community on mobility pilot projects located in the Corktown area, including bringing the proposed Ford - City of Tomorrow Challenge to Detroit to study community mobility ideas and award funding for ideas that emerge from this process.
- B. Developer will support the May Creek project by allowing necessary access over Developer-owned land to connect Corktown to the riverfront and will support the City of Detroit master planning effort for additional walking and biking options for the community.
- C. Developer will participate in the Greater Corktown neighborhood planning process including in review and development of a Traffic Engineering Study, to help address public transit and mobility concerns.

- D. Developer will request that MDOT invest in making required improvements to accommodate increased service on area roads and freeways, such as Michigan Ave. and the adjacent I-75/I-96 and Lodge Freeways.
- E. Streetscape and mobility improvements, including traffic engineering studies, pedestrian and cyclist improvements and other changes to be determined through the neighborhood planning process. Developer will actively participate in Greater Corktown planning study and support initiatives through its investment in SNF.

7. Commit to Additional Benefits Requested by the Community

- A. Developer will establish security options that work best for the Impact Area. Developer will work with the City to facilitate this process.
- B. Developer will explore community space for gathering, information sharing and posting in the Ren Zone as part of its master planning effort.
- C. Developer acknowledges that its employees that work in the Ren Zone may be subject to City of Detroit income tax.
- D. Developer will build parking decks to assist with parking needs as part of the Projects. Developer commits that any surface parking lots it builds within the Ren Zone will be up to code.
- E. All buildings developed by Developer will be aesthetically pleasing and Developer will commit to minimizing the obstruction of the view of the Michigan Central Station building. Developer will work with the City's Planning Department on the design of the Project.
- F. Developer intends to build parking decks that are sufficient to support the office and retail requirements of the area and that are expected to be available for public use.
- G. Developer commits to ensuring that the Projects adhere to current codes and allowances for light pollution. Light plans for the Projects shall be publically shared.
- H. Developer will be responsible for improvements that need to be made to make the buildings that are part of the Projects operable and that would be subject to special assessments related to City infrastructure if used to fund City infrastructure updates (e.g., sidewalks across its real estate parcels).
- I. Developer acknowledges that it is working with DTE and City to identify the location of a new DTE Corktown power substation that will provide adequate service for the Projects, as well as other development in the neighborhood.

- J. Developer's DPS Book Depository Project and former Lincoln Brass Factory site Project will include innovative sustainability principles, which are core to Developer's guiding principles that are included within all Developer's other development projects.
- K. Developer will support the creation of a bird habitat within the Impact Area, working with the City's General Services Department and the National Geographic and Audubon Society to push this initiative forward.
- L. Developer will assess the overall integrity of the Warren House within the Lincoln Brass Factory Project site and evaluate all items that can be salvaged.
- M. Developer shall consider participating in a wireless mesh network, however Developer currently does not have plans to create one.

8. Mitigate Construction Impacts of the Development

- A. Developer commits to publishing its Environmental Protection Plan ("EPP") for the Projects and will make such EPP accessible and available to the public. Developer will also monitor and publish a listing of the regulated building materials identified at the Projects prior to demolition and make that report accessible and available to the public.
- B. Developer will work with MDOT and the City to develop a traffic control plan for during and post construction that will be made accessible and available to the public.
- C. Developer's EPP will provide as much information as possible with regards to baseline levels and monitoring of environmental contaminants in the air, water, and soil.
- D. Developer commits to provide a telephone hotline for residents and an online portal to file complaints regarding the Projects. Developer commits to a 48-hour response time to such complaints that are filed.
- E. Developer commits to utilizing normal construction hours for the Projects that will be between 7am and 7pm and to give advance notice to the public if overtime or weekend work is scheduled. Developer will also commit to provide the public with periodic construction update meetings.
- F. Developer commits to ensuring that it provides enough parking on Developer lots for construction workers that work on the Projects.
- G. Developer commits to provide security cameras, fencing, patrols and other measures for all staging and construction storage areas related to the Projects.
- H. Developer will establish an online portal with Project updates and other pertinent information during construction, such as traffic changes and temporary street closures.

###



City of Detroit
COUNCILMAN SCOTT R. BENSON

34
CITY CLERK 2018 OCT 5 AM8:36

MEMORANDUM

TO: Lawrence Garcia, Corporation Counsel

FROM: Hon. Scott Benson, City Council District 3

CC: Hon. James Tate, Chair, P&DD Standing Committee

David Whitaker, Director, LPD

Hon. Janice Winfrey, City Clerk

Stephanie Washington, City Council Liaison

VIA: Hon. Brenda Jones, City Council President

DATE: 4 Oct 2018

RE: **LEGAL OPINION ON CBO ORDINANCE AMENDMENTS**

Please provide an opinion on the legality of the proposed CBO Ordinance amendments as presented to the P&DD Standing Committee on 4 Oct 2018. The P&DD Standing Committee has schedule this agenda item to reappear before the committee on 8 November 2018.

Please submit your opinion by 18 Oct 2018. If you have any questions do not hesitate to contact my office at, 313-224-1198